THE EVENING TELEGRAPH.

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FIRST EDITION

THE WAR IN EUROPE.

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Contemporaneous Testimony.

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THE PROPOSED TREATY.

Contemporaneous Testimony—Napoleon's Desire for "Compensation" in 1866—The Luxemburg Imbroglio in 1867.

Just at present public attention, in the New World as well as in the Old, has been diverted in a measure from the theatre of war, by the publication in the London *Times* of the 25th of the proposed treaty between France and Prussia, by which the vexatious question of the Rhine frontier was to have been settled in the most summary and reckless manner. There can be but little doubt of the fact that a proposition substantially the same as that given to the world by the *Times* was actually made, although as yet the exact time at which it was made, and the source from which the proposition emanated, are involved in doubt. While all Europe is naturally excited over the exposure of the scheme, England is particularly affected by it, since the proposition embraced in it for the extinction of the kingdom of Belgium would, if carried out, have been regarded by all England, to use the expressive words of Mr. Disraeli, as "a calamity to Europe." For the thorough unravelling of the mystery, therefore, we may look to England, although the inquiries and answers thus far made in the two Houses of Parliament do not throw much light upon the subject. France, says a London despatch of last night, denies the authenticity of the alleged proposition, but opposed to this rather indefinite and unreliable denial is the statement made in the House of Lords last evening by Earl Granville, the British Minister of Foreign Affairs, to the effect that the French Ambassador had told him "that the treaty originated with Bismarck, that it never had a serious basis, and was rejected by both parties." Here we have a direct acknowledgment that the proposition was entertained, at least, by the representatives of the two powers. Mr. Gladstone, however, informed the House of Commons that the British Minister at Berlin had telegraphed that the despatch containing the original propositions of Napoleon embodied in the treaty existed in Count Benedetti's own handwriting.

From these two statements there can be no reasonable doubt that either Napoleon or Bismarck entertained the scheme, but time alone will develop the source from which it originated. The period at which the proposition was discussed was probably about the time of Prussia's aggrandizement at the expense of Austria in 1866. Napoleon confidently anticipated the defeat of Prussia in the conflict of that year, and thought to profit by the result by stepping in at the last moment to prevent her utter prostration, in return for which he calculated upon such concessions on the part of Prussia as would enable him to push his frontiers to the coveted Rhine. The battle of Sadowa, which was fought on the 3d of July, upset all these calculations, placed Prussia at the head of Germany, and imperilled the supremacy of the French Emperor, while it seemed to postpone indefinitely the hopes of France in reference to her Eastern frontier. Against this serious disturbance of "the balance of power" Napoleon protested at the time, and demanded something by way of compensation. This demand was thus expounded in the *Opinion Nationale* of Paris, of July 28, 1866:—

"We consider ourselves in our right and in our duty when we ask, and even demand, just compensation at a time when the balance of power is unsettled to our prejudice."

A few days later, on August 3, the Paris correspondent of the London *Times* wrote as follows:—

"It is useless to deny that the expectations, I will not say the hopes, of every man in France have been signally disappointed. Few, if any, supposed that the Prussians, with all the advantages of the famous needle-gun, and even with the aid of the Italians, were a match for the Austrians. The Emperor was so confident that, with all his habitual reserve, he hardly concealed, the hope that he should obtain the Rhine provinces without the cost of a single man or a single sou. It was to him that Prussia, when reduced to the position in which Austria is now placed, would turn and to his mediation she would trust to guarantee her territories, or what might remain of them."

Then, on August 11, a cable telegram from Paris to the journals of this country stated:—

"Napoleon has demanded of Prussia the rectification of the French frontier, by its extension to the Rhine, as it was marked prior to its disturbance in 1814. The military and naval preparations which are going on in France induce the belief that the Emperor will make war if his demand is not peacefully complied with."

On the 15th of August a cable telegram from Paris to the following effect reached this country:—

"The Emperor Napoleon received the Prussian Ambassador to-day at an audience at the Tuileries. The Minister delivered to his Majesty the reply of the King of Prussia to the French note demanding an extension of the frontier of the French empire to the Rhine. This state paper declares that the demand is inadmissible, and that Prussia will not accede to it. Napoleon replied that he had made the demand in order to satisfy public opinion in France on the subject of the rectification of the frontier. He deemed it a just demand, but, at the same time, acknowledged the fairness of the argument used by the Prussian Cabinet in the reply of refusal. He said that the relations existing at present between France and Prussia should not be disturbed in any case, and hoped Prussia would not overstep the line."

It is probable that the proposed treaty by which France was to recognize the acquisitions of territory made by Prussia, and Prussia in turn to facilitate the acquisition of Luxemburg, and consent to the "absorption" of Belgium by France, was under consideration about the time that the events above described were transpiring.

It is possible, however, that the projected treaty was entertained at a later period, when the "Luxemburg question" was threatening the peace of Europe. As early as June 23, 1866, only nine days after the withdrawal of Prussia from the Diet of Frankfort, that power entered upon a discussion with Holland of its claims to Luxemburg, independent of the right to garrison the frontiers under the constitution of the Old Germanic Confederation. Nothing came of this discussion at the time, but early in 1867 Napoleon renewed his intrigues for the acquisition of the stronghold. It is a noticeable fact that the "Yellow Book" on the Luxemburg question, which was submitted to the French Chambers, did not contain some of the most important documents relating to the negotiations with Holland, nor did it make any mention of a treaty which, it has been asserted, had been concluded with Holland on March 22, 1867. But negotiations of a serious character for the purchase of the fortress and territory of Luxemburg were unquestionably made, and Napoleon exhibited great anxiety to ascertain indirectly the views of Prussia on the subject. On March 27 the Prussian Ambassador at London was informed by the Earl of Derby, then simple Lord Stanley and British Minister of Foreign Affairs, that, "in his personal opinion," the acquisition of Luxemburg by France, in consideration of a pecuniary indemnity, would be no more than legitimate. Napoleon was extremely anxious to keep the whole negotiation in his own hands, yet the King of Holland informed the Prussian Ambassador at the Hague that proposals for the cession of Luxemburg to France had been made, but that he was wished to take no step in the matter without the knowledge of Prussia. The project of Napoleon thus became known in Germany, much to his chagrin, and an immense uproar was the result. On the 1st of April, the North German Parliament was unanimous in its endorsement of the declaration that the Government must not suffer a single province of Germany to be lost, and must resist the annexation Luxemburg to France by force of arms if necessary. The South German States were equally emphatic on the same point, and the Dutch Government became so alarmed by the commotion created in Germany that on the 2d of April the French Ambassador at the Hague was informed that the King withdrew his consent to the annexation of Luxemburg by France. Meanwhile, the question between France and Prussia was assuming an alarming character. Napoleon announced, through his ambassador at London, that sooner or later France must insist upon the evacuation of Luxemburg by Prussia, while Bismarck in turn declared that "in the actual state of things in Germany, Prussia was not in a position to consent to the separation, under any form, of Luxemburg from Germany, or to the evacuation of the fortress." Through the intervention and advice of the great powers, however, Prussia consented to a general conference of the powers for the settlement of the question on the basis of the neutralization of the fortress, and a general European guarantee of the neutrality of the duchy of Luxemburg. The conference was held in London in May, and on the 11th the war cloud was dispelled for the time by the signing of a treaty establishing that basis, and maintaining the sovereignty of the King of Holland over the disputed duchy.

Napoleon was thus again foiled in his scheme for extending the borders of France towards the Rhine, and it is possible that at this time he made to Prussia the proposal embraced in the treaty, the publication of which has so seriously complicated the situation as to render the neutrality of England in the present war a matter of extreme difficulty.

COLOGNE.

Another Prussian Fortress Preparing for a Siege—Cologne and Its Surroundings, and the Line to Aix-la-Chapelle.

The three principal bulwarks of Prussia on the Rhine are Mayence, Coblentz, and Cologne. The first two we have already described in detail, as they have risen into prominence in the present struggle between France and Prussia. Cologne now enters the arena, a cable telegram from London last night stating that the environs of that city have been cleared of buildings and people, and that the trees will be levelled as a preparation for a siege. We therefore give the following interesting facts concerning this important stragetic point:—

The City of Cologne

is situated on the left bank of the Rhine, forty-five miles northwest of Coblentz. It is built in crescent form, close to the river, and is connected with the town of Dentz by a fine double bridge. High walls, forming a circuit of several miles, which are perfect specimens of Middle Age fortifications, completely surround the town, and outside the walls there are gardens and walks. These walls are not now considered of any great strength, but there are strong fortifications on the river in front of the bridges, and there is also a fortified camp which is garrisoned in time of peace by 7000 men. The city is of great importance as a strategic point, on account of its commanding the approaches to Hesse-Cassel and Hanover.

The houses in the older portions of the town are mediæval, the streets are dark, narrow, and filthy, and pools of stagnant water occupy the thoroughfares. Lately, however, the Government has paid some attention to the improvement of the public streets. The town contains twenty-seven churches, including the great Cathedral. There are also two gymnasia, one for Roman Catholics and one for Protestants; an observatory and botanical garden, a normal school, a public library, a theatre, several hospitals, a school of design, a museum containing a collection of pictures of the school of Cologne and of Roman antiquities found in and about Cologne, a university, and an arsenal in which is a variety of ancient arms and armor.

Cologne was formerly called "the city of the Ubic," one of the most powerful of the ancient German nations. It was afterwards known as "*Colonia Claudia Agrippiensis*," having been a Roman colony planted by the Emperor Claudius at the request of his wife Agrippina, who was born here. It became a part of the German empire in the year 870, and was one of the most powerful cities of the Hanseatic League, on account of its wealth and its population of 150,000.

In the eleventh century already the city carried on an extensive trade with foreign countries, including England, in the produce of the country, which embraced wine, corn, flour, malt, beer, etc. But intestine troubles and the intolerant spirit of its magistrates, with other causes, finally effected the city's ruin. In 1792 it ceased to be a free city. Duns Scotus died in Cologne in the year 1308, and was buried in the chapel of the Minorities, and Rubens was born here in 1577, in the same house in which Mary of Medicis died in 1642. The population in 1861 was only 113,083, of whom about 7000 were Protestants. The manufactures are important, and embrace that of *eau de cologne*, of which 1,500,000 bottles are exported annually, and in the manufacture of which thirty different firms are engaged. Three railroads branch out from Cologne—one to Aix-la-Chapelle and Belgium, one to Dusseldorf and Northern Germany, and one to Bonn.

The advance line of isolated forts is similar to those about Paris. There are eleven of these, but they are not sufficiently completed to protect the city from modern ordnance. The taking of the city would be an easy undertaking unless guarded by a large army in the open field, but such an army could be rapidly massed at this point, unless diverted by operations elsewhere.

The Line to Aix-la-Chapelle.

There are two small rivers flowing northward between Aix-la-Chapelle and Cologne, the Erft and the Roer. Aix-la-Chapelle is situated 40 miles southwest of Cologne, on the railway line from Liege to that city. These two rivers are the only obstacles between the Rhine and the frontier in a line of operations from Cologne to Aix-la-Chapelle. The Erft is not of much account, but the Roer shows special facilities for a defensive line from Duren Julich across the two main carriage roads and the railroad. The frontier north of Aix-la-Chapelle is protected—so long as Holland is friendly to the North-German Bund—by the Meuse with its forts at Maestricht and Vedlo. The importance of the unfortified town of Aix-la-Chapelle as a strategic point will be understood by a study of the topographical peculiarities of the country. The Ardennen Wald, with its irregular mountains and valleys, cuts off any eastern passage at any point between Luxemburg and Liege. From Liege the railroad and fine macadamized road pass through Aix-le-Chapelle to Cologne. From Brussels to Liege the passage is easy, as is also the passage from Paris to Liege, via Valenciennes, Mons, and Brussels, in which route Valenciennes, Le Quesnoy, and Maubeuge would be used as bases of supply. The use of any Belgic route, however, depends principally on the attitude of Belgium in the contest.

Aix-la-Chapelle has some 59,000 inhabitants, and is surrounded by a wall with ramparts and ditches. Its principal manufactures are those of woollen cloths, for which the city is famous. In the market place is a bronze statue of Charlemagne, who made the city his favorite residence, and whose successors in the empire were crowned here until the sixteenth century. Two treaties of peace were signed here, one in 1688 between France and Spain, by which Flanders was given over to the former, and the other in 1748, which terminated the Austrian war of succession. A congress was held in the town in 1818.

THE DECLARATION OF WAR.

The Full Text of the Declaration Made by the Duc de Gramont in the French Senate—Its Reception.

A Paris correspondent thus describes the formal declaration of war in the French Senate on the afternoon of July 15:—

The approaches to the Senate, as well as to the Chamber of Deputies, were so crowded that it was with difficulty the members of both houses and persons favored with tickets of admission could make their way through to the gates. The greatest enthusiasm prevailed among the spectators outside, for it was generally understood that the Government would announce in the pending sittings the declaration of war. At 1 o'clock all the tribunes in the Senate were crowded to repletion. At five minutes later a general sensation was created by the appearance of the Minister of War, Marshal Lebœuf, with a huge red portfolio under his arm. The President, M. Rouher, having taken his seat, the Minister for Foreign Affairs rose and read to the Senate the following declaration:—

Messieurs les Senateurs:—The manner in which the country welcomed our declaration proves to us that we can count upon its support.

We desired to obtain the acknowledgment of our legitimate griefs. Having this object in view we demanded nothing of Spain; we did not think it acted directly with the Prince of Hohenzollern, covered as he was by the King of Prussia.

The majority of the powers hastened to recognize the justice of our reclamations. We addressed ourselves in the first place to the Minister of Foreign Affairs at Berlin, who declared himself to be entirely a stranger to this family question.

In presence of this disclaimer we addressed ourselves to the King himself, and we gave orders to M. Benedetti to repair immediately to Ems. King William pretended that he had been entirely ignorant of the negotiations entered into relative to the candidature of the Prince of Hohenzollern to the throne of Spain; that he had interfered after these negotiations to give his consent, not as a sovereign, but as the head of a family.

These reasons not appearing to us satisfactory, we insisted that the King of Prussia should counsel and impose the renunciation of the Prince of Hohenzollern to the throne of Spain.

In the meanwhile there intervened on the side of Spain a declaration of M. Olozaga announcing that the Prince of Hohenzollern had renounced the crown.

This renunciation, from which Prussia persisted in remaining aloof, could not satisfy us. We therefore again demanded of the King to declare that if the crown of Spain should be offered at any future time to the Prince of Hohenzollern, his Majesty would no longer authorize him to accept it.

Our demand was just and moderate: we had no *arrière pensée*, and yet the King of Prussia refused our request.

M. Benedetti has telegraped to us:—"I have again demanded of the King that he shall refuse in the future to the Prince of Hohenzollern authority to accept the throne of Spain. I insisted without being able to obtain anything. The King of Prussia terminated by saying, 'I cannot and will not take any engagement.' (Loud murmurs.) He wants to consult circumstances. (Fresh bursts of indignation.)

In presence of an unjustifiable refusal, we did not break off the negotiations, notwithstanding your legitimate impatience. We demanded a fresh delay, but our surprise was profound when we were told that the King of Prussia would no longer receive our Ambassador, and that to render this refusal categorical and definitive, he had notified it to the powers. Moreover, the King of Prussia has instructed M. Werther to take his leave.

We have neglected nothing to avoid war; we are now about to prepare to sustain that which is offered to us, and to take such measures as the honor of France counsels us.

The conclusion of the speech excited the greatest enthusiasm, and after a few words from M. Rouher, and seven or eight salvoes of applause mingled with innumerable hurrahs, the Senate adjourned without permitting M. Brenier to put his promised interpolation. The same declaration was read in the Corps Legislatif amid the enthusiastic cheers of the Assembly, and M. Emile Ollivier demanded a war credit of five hundred millions. On the vote being put the whole of the members rose with the exception of those of the Right. Violent scenes of recrimination followed between the majority and that portion of the chamber. As I close this letter the debate is proceeding.

The Declaration in the Corps Legislatif.

Galignani's Messenger thus describes the scene in the Corps Legislatif:—

"The crowd outside and inside the legislative body was immense, and immediately after the opening of the proceedings M. Emile Ollivier ascended the tribune and read a statement explanatory of the efforts to maintain peace and of the insulting conduct of Prussia in answer to the representations made. The French Government asked the Prussian monarch to give a promise not hereafter to give his sanction at any time to Prince Leopold, should this latter consent to accept the throne of Spain. The King refused subsequently to enter into any such engagement, since he was bound for that eventuality, as for every other, to be guided by the circumstances of the moment. When afterwards the Ambassador of France wished to converse with his Majesty on the subject this latter refused to see him, and sent him a message to that effect by an aid-de-camp. "In such circumstances," said M. Ollivier, "to make other attempts at conciliation would be to evince a want of dignity and imprudence. We have not neglected anything to avoid war, and we must now prepare to sustain that which is offered us, leaving to each party his own responsibility. Yesterday we called out our reserves, and with your co-operation we will at once adopt such measures as are necessary to protect the interests, the security, and the honor of France."

The announcement was received with loud and prolonged cheering, and as soon as the excitement had subsided M. Ollivier presented a bill to accord a credit of 50,000,000 francs to the Minister of War.

A similar declaration was made in the Senate by the Duke de Grammont, and was fairly received, although not so warmly as in the lower chamber.

Outside the two houses the crowd on hearing hatt war had been declared, cheered loudly, the greater number rushing off at once to the Bourse and the Boulevards.

How the Declaration Was Receivid on the Streets and Boulevards.

From the Paris Figaro, July 16.

Never was there an evening of greater excitement; not even in the worst days of June or January was the crowd more compact and more excited on the boulevards. From 9 o'clock along the whole line of the Faubourg Poissonniere to the Madeleine traffic had become impossible. The bulk of the movement was centralized before the little Bourse. The route of the public conveyances had to be changed to accommodate the crowd, for it was impracticable to work a passage through this ocean of human beings.

The agitation had nothing of the character that characterizes riot. They were manifesting not against the order but against a hostile nation, whose insolent attitude irritates French susceptibilities. The sentiment was displayed by shouts of "To Berlin!" "Down with the Prussians"—now and then, "Down with the Cabinet" then again strong bands defiled, singing the "Marseillaise" and shouting, "Death to Prussians."

While the crowd was waiting at the doors of the Corps Legislatif some artillery wagons went by; immediately arose cries of "Vive l'Empereur!" "Down with Prussia!"

An ovation of the same kind was given the Emperor himself when he quitted the Tuileries to return to Saint Cloud.

At 11:30 a band 1500 strong, in blouses, passed along the Boulevard waving three tri-colors, and singing in chorus,

"Mourir pour la Patrie,"

and

"Guerre aux tyrans,
Jamais en France,
Jamais le Prussien ne regnera."

They were received everywhere with acclamations by the assembled crowds. The same band went along the Rue de la Paix, and under the windows of the Minister of Justice and Marshal Canrobert they came to a halt to repeat the cries of "Down with Prussia!" "Vive la guerre!"

Another band of 4000 went up and down the Boulevard from the Place de la Bastile to the Madeleine with a stand of colors. "Down with Bismarck!" "To Berlin!" "Vive la France!" There two bands encountered on the Boulevard de Strasbourg and brigaded.

Another strong party marching along with their colors were interrupted by a sergent de ville, who arrested the color-bearer and marched him to the police station. The crowd took it in good part, and merely followed their ensign and formed outside the police station. The brigadier on duty, having heard the charge, dismissed it, and himself brought out the offender and replaced him with his colors in the ranks. The act of the officer was received with shouts of "Vive l'Empereur," "A bas Bismarck," "Down with Prussia," and the crowd in their exuberance nearly smothered the brigadier by their embraces.

The Closerie des Lilas, the famous dance garden of the students, had a full attendance, and even in their amusements the Parisians manifested the war spirit, for the quadrille of the Landwehr, danced by the leading ladies, was hissed off the floor.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Wednesday, July 27, 1870.

The money market is abundantly supplied with funds, and borrowers on Governments or choice stock collaterals supply their wants at 5@6 per cent., with good margins in cases of the latter kind to cover possible shrinkage of values. In discounts the offerings of really good paper are small, as the condition of trade calls for comparatively little capital. Strictly first-class names find ready sale at 6@8 per cent., dates having more than usual influence on rates.

Gold is excited and unsettled this morning, and the premium has fluctuated widely. The sales opened at 121¾, advancing to 122, declining to 121⅝, and closing about noon at 121⅝. The tendency is still upward.

Government bonds are rather quiet, but prices show a slight improvement in a portion of the list.

Stocks were decidedly quiet. Lehigh gold loan sold at 88¾. No State or city bonds sold.

Reading was steady, but without sales. Camden and Amboy sold at 115 and Catawissa preferred at 35¾.

A few shares of Schuylkill Navigation preferred sold at 16¼ b. o., Western Bank at 69, and Thirteenth and Fifteenth Streets Railroad at 21.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$4000 Pa R 2d mt 6s s5wn	102	10 sh Cam & Am R.	115
		4 sh Leh Val	57
$1000 Leh Gold L	88¾	100 sh Sch Nav Pf	16
$5000 Union C bs	6½	100 do	16¾
$5000 do	6½	100 sh Cata Pf c.	35⅛
6 sh West Bk. 2d.	69	50 sh 13th & 15th St	21

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112½@112¾; 5-20s of 1862, 109@109¾; do., 1864, 108⅜@109¼; do., Nov. 1865, 109@109¾; do. do., July, 107⅜@108; do. do., 1867, 107⅜@108¼; do. 1868, 108⅜@109⅛; 10-40s, 106⅛@106½; Pacifics, 110½@111. Gold, 121⅝.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112½@112¾; do., 1862, 109@109¼; do. 1864, 108¾@109; do. 1865, 109@109½; do. 1865, new, 107⅞@108; do. 1867, do. 107⅛@108; do. 1868, do., 108¼@108¾; 10-40s, 106⅛@106½; U. S. 30 Year 6 per cent. Currency, 110¼@111; Due Comp. Int. Notes, 19; Gold, 121¼@121¾; Silver, 111@114; Union Pacific R. R. 1st Mort. Bonds, $815@830; Central Pacific R. R., $855@870; Union Pacific Land Grant Bonds, $740@770.

NAHR & LADNER, Brokers, report this morning Gold quotations as follows:—

10:00 A. M.	121¾	10:40 A.M.	121¾
10:02 "	121¾	11:40 "	121¼
10:10 "	122	11:42 P.M.	121¾
10:30 "	121¾		

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

The Movement from Metz.

The Cherbourg Naval Expedition.

Eugenie Named as Regent.

The Northern Pacific Railroad.

Advices from the Pacific Coast

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The Forward Movement from Metz—No Journalists Allowed with the Army.

LONDON, July 26—Midnight.—A correspondent at Metz sends advices to the 24th inst. There was no possibility of passing the lines. He had an interview with the secretary of General Bazaine. To the repeated requests of the nephew of the latter for a pass, the reply consisted in showing a letter from Leboeuf, saying that by the Emperor's special desire all corps commanders were to use the greatest vigilance to prevent all persons not belonging to the army from accompanying it to Germany, and especially journalists. The correspondent urged an exception in favor of American journalists. He replied that permission would be given to Americans if to anybody. The General regretted to refuse. He feared the refusal would be misinterpreted in the United States. The correspondent thinks that this has reference to the General having been ordered out of Mexico rather sharply by American compatriots. The matter was ended by referring the correspondent to Leboeuf, who refused even to look at passports and letters from the American Legation. On Monday, 25th, the correspondent telegraphs from Metz:—"General Bazaine leaves this morning with 15,000 men; Ladmirault goes also." The Emperor is expected to arrive next Thursday, and a battle, it was anticipated, would shortly afterwards take place. The army of Africa was rapidly arriving. The Zouaves that left Constantine on the 16th had also come.

A correspondent in Paris, under date of 25th inst., states that private letters from the headquarters of the army say that no stranger will be respected. Formal orders have been given to shoot every man attempting to contravene the orders against the press. The Emperor will not leave Paris until all preparations are complete. When he goes, he will go quickly.

From Strasbourg, on the 22d, there are advices of a steady concentration of troops towards Thionville. Nothing remains at Strasbourg. Apparently the main attack is to be made along the valley of the Moselle, and the great battle will be in the Rhenish provinces. But the Prussians seem to be falling back behind the Rhine.

The Cherbourg Naval Expedition.

LONDON, July 26—Midnight.—Advices from Cherbourg state that the squadron is completely formed. It is under the command of a vice-admiral and two rear-admirals—the chief in command being Vice-Admiral Count Bouet Willaumez, whose flag-ship is the iron-clad Surveillante, Commandant Grivel. The first division is under order of Rear-Admiral Pouthouan, whose flag-ship is the iron-clad frigate La Savoie, Commandant Perigot. This division comprises the iron-clad frigate Guienne, Commandant du Quillo; the iron-clad frigate Ocean, Commandant Descheney; the iron-clad guard-ship Rochambeau, Commandant Boule; and the iron-clad ram Taureau, Commandant Duperre. The second division is commanded by Rear-Admiral Dieudonne. It comprises the iron-clad frigates Gaulois, Commandant de Jouquieres, and Flandre, Commannant Duval; the iron-clad corvettes Thetis, Commandant Serres, and Jeanne d'Arc, Commandant Reboust. The Rochambeau above mentioned is the Dunderberg, bought in the United States. The thickness of her plate is 5 inches, that of all the other ships 8 inches. The Rochambeau's armament is 15 guns of 9½ and 10½ inches bore, throwing solid shot weighing 475 pounds a distance of 13,000 feet.

The fleet is thoroughly equipped in all respects, but trained seamen are wanting. The 1st Division was to sail on Saturday evening, the 2d probably on Tuesday.

The transports would follow last, embarking the corps of marines now forming at Cherbourg. General de Vassolgne arrived this morning to inspect this corps; General Reboul goes in command of it. The corps numbers 8000, and is intended to land on the Schleswig coast to join General Bourbaki's 30,000 men. The squadron is to blockade the Prussian coast. The troops are expected to operate from Denmark.

The defenses of Cherbourg have been strengthened within a few days; but had a Prussian fleet attacked the place last week it might have entered through the western pass, burnt the arsenal and the town, and retired through the eastern pass without receiving a shot. Detachments of infantry and marines are continually arriving.

The transport fleet is composed of large sailing vessels with auxiliary screws, and will be commanded by Vice-Admiral Ronciere le Noury. With the transports there will go a numerous flotilla with batteries and gunboats to operate on the coasts and rivers.

The expeditionary corps of the Baltic will comprise two African divisions, including two regiments of Zouaves and Spahis, and two of Chasseurs d'Afrique.

Eugenie Named Regent.

PARIS, July 27.—The *Journal Officiel* this morning publishes a decree naming the Empress Regent during the absence of the Emperor from the capital.

The Departments of Moselle, Haut-Rhin, and Bas-Rhin have been declared in a state of siege.

The French Contingent.

The *Journal Officiel* publishes another decree calling out for active duty ninety thousand men of the contingent of 1869.

The English Parliament.

LONDON, July 27.—The proceedings in the House of Lords last evening were mainly unimportant. The House adjourned at an early hour.

The House of Commons went into committee on the Supply bill, and discussed the measure nearly all night. No final action was taken.

Colliery Explosion.

Another terrible explosion occurred in a colliery at Lansamlet, in Wales, yesterday. Nineteen persons were killed and many injured.

English Financial Failures.

Three failures are announced at the Stock Exchange to-day.

This Morning's Quotations.

LONDON, July 27—11:30 A. M.—Consols, 89¼ for money and account. American securities dull. United States Five-twenties, 1862s, 81½; 1865s, old, 81; 1867s, 80½; 10-40s, 79. Stocks dull. Erie, 16; Illinois Central, 102; Great Western, 21.

FRANKFORT, July 27.—United States 5-20s closed quiet and steady at 78.

LIVERPOOL, July 27—11:30 A. M.—Cotton dull and irregular; middling uplands, 8¼@8¾d; middling orleans, 8⅝@8⅞d. The sales are estimated at 10,000 bales. Flour, 25s. 6d.

LONDON, July 27—11:30 A. M.—Common Rosin firmer at 6s.@6s. 3d. Turpentine firm. Hops quiet. Whale Oil quiet.

FROM WASHINGTON.

Naval Movements.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 27.—The California, at Portsmouth, N. H., is to be ready for sea by the 25th August, and the Kansas, at the Washington yard, by the first of September.

The monitors whtch are being conveyed by the Tuscorora and tugs from New Orleans to Key West will remain for the dresent at the latter place, and not be brought to League Island as was first intended.

It is rumored that the second-rate screw-steamer Brooklyn, twenty guns, at Philadelphia, which has been fitting out for the flagship of the South Pacific squadron, on account of the state of affairs in Europe will be sent to the European fleet.

The Guerriere, second-rate screw-steamer of 21 guns, at New York, will soon sail for the Mediterranean, and upon her arrival there Rear-Admiral Glisson, who relieves Admiral Radford of the command of that squadron, will hoist his flag upon her as his flagship instead of the Franklin, which was intended to have remained on that station, but recently repairs on her have been found necessary, so she will return to New York with Admiral Radford, as previously reported.

The fourth-rate screw-steamer Saco will sail next week from Norfolk to the European station

Admiral Porter,

General Zeilin, General Delafield, Colonel Dayton, and a number of other distinguished gentlemen and their families, will leave Washington in the early part of August to spend the hot days of that month at Narragansett, Rhode Island.

The Steamer Virginia,

which was built in England during the late war for a blockade-runner at a cost of $120,000, was offered for sale at the navy yard here on the 16th inst., but no one bidding even $10,000 for her, the lowest the Secretary of the Treasury would receive, the sale was postponed. But yesterday Secretary Boutwell peremptorily ordered her to be sold to-day, and she will be disposed of to the highest bidder.

FROM THE WEST.

Cincinnati Politics.

CINCINNATI, July 27.—The Hon. Job E. Stevenson, member of Congress from the Second district of Ohio, publishes a card to-day saying that he is not, and shall not be, a candidate for re-election.

Death of a Theatrical Manager.

John Bates died at his rooms yesterday in the National Theatre building. Mr. Bates was born in England in 1795, and came to this country forty years ago. He was the builder, and for a long time the manager, of the National Theatre. By real estate transactions he amassed an estate of $1,000,000.

The Athletic-Cincinnati Game.

The Athletic Base Ball Club, of Philadelphia, arrived here yesterday, and will play the Red Stockings to-day. The Athletics are in splendid condition, and many persons predict a defeat for the Red Stockings.

Coffer-dam Sunk.

The Newport and Cincinnati Bridge Company sunk the last coffer-dam on Monday, and the work on the bridge is now proceeding.

The Northern Pacific Railroad.

DETROIT, July 27—The first iron for the Northern Pacific Railway left here last night for Duluth, Minn., on the steamer R. G. Coburn. The consignment consists of two hundred tons of first-class T rail, manufactured in Pennsylvania.

Murderer Captured.

LEAVENWORTH, July 27.—Malone, the murderer of Colonel Buell, was pursued and captured yesterday. He was driven from his hiding place, when he ran to the river and jumped in a skiff and pushed across. On reaching the Missouri shore he was stopped by two men, who fired their revolvers and wounded him. At the last accounts he was still alive in the guard, house, but was not expected to survive.

FROM THE PACIFIC COAST.

San Francisco Primary Election.

SAN FRANCISCO, July 27.—At the Democratic primary election yesterday nearly 10,000 votes were polled. There was a great deal of excitement manifested at the polls.

The Chinese Convention

is in session here to-day. The recent circular of the workingmen and other subjects were under consideration. Delegates are present from all portions of the State.

FROM NEW JERSEY.

The Yacht Dauntless.

LONG BRANCH, July 27.—A yacht is now passing off here. Part of her sails are gone. She looks like the Dauntless. She is sailing with a jib-sheet on her mainmast spar.

The Weather at the Seashore.

July 27—9 A. M.	Wind.	Weather.	Ther.
Atlantic City	W	Clear	75
Cape May	W	Clear	83

Baltimore Produce Market.

BALTIMORE, July 27.—Cotton dull at 19¼c. Flour fairly active, but less firm; Howard Street superfine, $6@6·75; do. extra, $7@8; do. family, $8@9·50; City Mills superfine, $6·25@7·25; do. extra, $7·50@8·50; do. family, $8@10·50; Western superfine, $6@6·50; do. extra, $6·75@7·50; do. family, $7·50@8·50. Wheat lower; sales of new red at $1·45@1·75; white at $1·50@1·80. Corn—White, $1·25@1·28; yellow, $1·06@1·10. Oats heavy; new, 55@57c.; old, 61@63c. Rye, 90c.@$1 for new. Mess pork firm at $31; Bacon firm; rib sides, 18c.; clear do., 18½c.; shoulders, 15½c.; hams, 26c. Lard firm at 17¾@18c. Whisky dull at $1·04.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE SECRET TREATY.

From the N. Y. Tribune.

A new and very serious consideration is introduced into the European quarrel by the publication of the points of a proposed secret treaty between France and Prussia. For the disclosure we are indebted to the London *Times*, which vouches for the accuracy of its statements with an earnestness that would hardly be assumed without good reason. The treaty, to be sure, has been rejected by Prussia; but it betrays so clearly the purposes of France that all Europe will be likely to take alarm, and we may hear at any time of alliances which will render necessary a general war. Our despatches do not mention the date of the proposed instrument, but it must have been about the close of the war of 1866, when it is well understood that negotiations whose purport never was divulged took place between the Emperor Napoleon and King William. By this treaty France offered to acknowledge the title of Prussia to the territories she had absorbed in the course of the war, and to consent to the union of North and South Germany, provided the German provinces now embraced in Cisleithan Austria were not included. In return for this Prussia was to permit France to seize Luxemburg and Belgium! Bismarck rejected the proposal, and the rejection was accompanied with almost contemptuous nonchalance; for France was not only refused her demands, but was obliged to submit to those movements on the part of Prussia for which her demands were made as an offset. Bismarck took the price she offered, and gave her no return for it. We can imagine how Napoleon must have writhed under this humiliation, and his pain probably was all the greater as he felt that he had deserved it. But what, after this disclosure, are we to think of the official declaration made by the Government last week, that this war was undertaken strictly in self-defense against the aggressions of Prussia? that there was no purpose of assailing any State except the kingdom of Prussia proper? that France had no designs against any of the neutral powers? Here we have absolute proof that the possession of the Rhine frontier, in her understanding of it, includes not only the transfer of Rhenish Prussia but the obliteration of Belgium and naturally the appropriation of all that part of Holland lying south of the Rhine. "The Berlin Cabinet," said the French official mouthpiece the other day, "wished to turn to account the power already acquired by displacing definitively, to the advantage of Prussia, the international equilibrium, and has therefore shown a premeditated intention to refuse its guarantees, which were indispensable to our security as well as our honor." The guarantee essential to the honor and dignity of France is, therefore, the permission to commit political larceny of Belgium and Luxemburg; and preserving the international equilibrium means that whenever a German State joins the North German Confederation, France must be permitted to steal another State to counterbalance it! France, in a word, making war against Prussia on the ground that Prussia is bent on territorial aggrandizement, is convicted of entertaining that same purpose herself in a vastly aggravated form; for whereas the most that can be said against Prussia is that she threatens in an honest way to absorb the German nation, France attempts to extend her boundaries by sheer robbery, without other pretext than the possession of the necessary power. The partition of the kingdom of Poland was not a greater crime than this atrocious deed to which Napoleon attempted to win King William's consent.

We have little doubt that England in this emergency will come to the rescue of the Belgian monarchy, whose independence she is bound, in common with other powers, to guarantee, and when England has entered the field it is hard to say what other alliances may follow. We may possibly see the greater part of Europe arrayed against the Third Napoleon as it was formerly arrayed against the First. But there will be no such struggle now as there was in the time of that splendid military genius whose glory the present ruler of the Tuileries is trying to copy. England is capable alone of dealing France a terrible blow, for England can cope with the French navy and open the Prussian ports; can nutralize any French movement in the direction of the North Sea, and with the co-operation of Belgium and Holland can defeat Napoleon's purpose of making a base of operations in Denmark. The rumored evacuation of Rome is equivalent to a rumored alliance between France and Italy, and we presume there is already an alliance of some kind between France and Spain; but neither Prim nor Victor Emmanuel is in a condition to give Napoleon much help. As for Russia and Austria, it will be strange if, in the face of this new disclosure, they enter the quarrel on the French side.

AMERICAN SYMPATHY IN FOREIGN WARS.

From the N. Y. World.

Although the people of the United States are devoted to money-getting, there is no people whose enthusiasm is more easily stirred or who take a more spontaneous interest in a cause whose success can bring them no advantage. Our citizens have always been more prone to headlong, uncalculating sympathy than to guarded, selfish prudence. The French Revolution broke out in the same year that our Federal government was organized; and for the ensuing ten years our domestic politics were colored by the conflicting views of our citizens on that mighty convulsion. The Democratic party then in process of formation under Jefferson were zealous partisans of the French Revolution, Hamilton and the Federalists taking the other side. Its heated French partisanship was of no real advantage to the Democratic party, its ultimate triumph depending mainly on its opposition to the alien and sedition laws—a purely domestic question. Before Jefferson became President, Napoleon had risen to supreme power on the ruins of the French republic, and in Jefferson's inaugural address he took the same position that had always been held by Washington—"peace, commerce, and honest friendship with all nations—entangling alliances with none." The Democratic party never afterwards professed any strong sympathy with the cause of France in the wars which she continued to wage with her adversaries. The original sympathy was premature and misapplied, and brought no advantage to the political party which espoused the French Revolution.

The next foreign war which engaged the sympathy of our people was the contest of the Spanish South American colonies for their independence. There were no party differences on that question, our whole people giving their unanimous good wishes to the Spanish colonies, although our Government preserved its neutrality. But none of the new republics, from Mexico southwards, have given us any reason to be proud of our foresight. They have been independent for half a century, and during this long period they have all been in a state of chronic anarchy.

The Greek revolution was the next foreign contest which deeply stirred public feeling in this country. It occasioned some of the finest coruscations of eloquence in our Congressional debates; but the subsequent history of Greece has shown that we over-estimated the importance of the cause and the capacity and virtues of the Greek people. That hallucination quickly passed; and there is at present no people of Europe who awaken less admiration than that pestiferous nest of brigands, the modern Greeks.

After the Greek revolution, there ensued in Europe a long period of peace, which was not seriously broken until the republican uprising of 1848. The most remarkable of those movements was the overthrow of Louis Philippe and the setting up of a new French republic. The sympathy of our people went of course with the French republicans. A resolution was offered in the American Senate congratulating the French people on the change; and on that occasion Mr. Calhoun made a terse, cautious speech deprecating the passage of the resolution as premature until it was seen whether the new republican institutions were likely to be permanent. Mr. Calhoun's wariness was fully justified by the event.

The second French republic, like the first, was a short-lived, unsatisfactory experiment, terminating in imperial despotism. The American sympathy lavished on other parts of the revolutionary movements of 1848 was equally premature and unreflecting. We went wild over the cause of Hungary, and made a great hero of Kossuth. When we look back upon that enthusiasm it seems like a transient frenzy. Kossuth sneaked out of this country under an assumed name, and led an obscure life in London; and the Hungarian cause collapsed and soon became as flat as uncorked soda-water. Mr. Webster, who had written his celebrated Hulsemann letter as a magnificent bid for the popularity which attended the Hungarian cause, received but a small fraction of the votes of the Whig Convention, and furnished a new demonstration that no political capital can be made in this country by floating on transient popular sympathy with a foreign belligerent. That kind of enthusiasm is so flashy, and is so apt to be put out of countenance by practical results over which Americans can exert no control, that a wary politician will be shy of placing any reliance on it.

American sympathy with the Roman revolution in 1848 was ill bestowed, as nobody now doubts that it retarded and put back the progress of liberal ideas in the Papal dominions. The lesson of all these examples is, that while such sympathy may be excusable, it cannot be turned to political account in our party struggles. In the Crimean war, our sympathies were on the side of Russia, but in the end Russia got badly whipped. Political parties in this country have never gained anything by taking stock in foreign quarrels.

The foolish attempt of the Republican party to utilize the present outburst of German patriotism will prove no exception to the uniform rule. Our German citizens see through and despise it. Their enthusiasm is spontaneous and genuine, and therefore respectable; but the attempt to raise a Republican chorus is sheer demagogism. The Germans are not absurd enough to expect our Government to aid Prussia; and they see as clearly as we do that the question cannot enter into American politics. The grounds and probable results of the war are a proper enough subject for individual opinion, but not for political action. Whether pro-Prussian or pro-French sympathy is well bestowed depends upon whether free and wise government will be promoted in the country to which we give our good wishes—a question which nobody can answer at this early stage of the quarrel.

JOHN CHINAMAN AND WOMAN'S WAGES.

From the Woman's Journal.

The injustice of woman's disfranchisement is forcibly illustrated in the Chinese question as it now presents itself. "An ounce of example is worth a pound of precept." Take the following instance:—

Among the new avenues recently opened to woman's labor, one of considerable importance is found in steam laundries. A number of these establishments are already in successful operation in and near New York. Mr. R. C. Browning, the enterprising proprietor of "Doty's Washing-machine" and the "Universal Clothes-wringer," who has done so much, by the successful introduction of these invaluable household machines, to relieve the women of America from domestic drudgery, has recently erected one of these laundries in Orange, New Jersey. In this large establishment he employs some two hundred women. These women work altogether by the piece. With the aid of powerful steam machinery, shirts are starched and ironed at eight cents a piece. At these prices the women earn from a dollar and a half to three dollars per day, according to their strength and skill.

A few days ago we called, in company with Mr. Browning, upon one of his heaviest customers, Mr. C., an extensive manufacturer of shirts. In the course of conversation, the difficulty of getting faithful and industrious working-women being considered, Mr. C. urged Mr. Browning to import Chinamen to take the place of women in his laundry. Chinamen can be hired at seventy-five cents per day in gold by the year. They are steady, strong, docile, patient, industrious, and persevering. With a little practice, they will do more work for seventy-five cents than the women now do for three times that sum.

Mr. Browning admitted the facts, acknowledged the greater convenience and larger profit, but—to his honor be it spoken—expressed his unwillingness to supplant the labor of women by importing men to fill their places.

Yet how few keen, shrewd business men would share this chivalrous feeling! How long will it be ere working-women will find their scanty wages still further reduced by the competition of these laborious Asiatic human machines?

And yet—while working-men have the matter under their own control, and can influence legislation in their own favor by their votes as they may deem wise and expedient—tens of thousands of working-women are prohibited by law from expressing an authoritative opinion in regard to a matter of vital interest to themselves. The very bread may be taken from their mouths by the importation and substitution of servile laborers. And these servile laborers are legally constituted their political superiors, and are authorized to make laws, public opinion, and social usages, to which these disfranchised American women must helplessly conform.

Without expressing any opinion as to the wisdom of admitting or excluding their Chinese competitors, we demand the ballot for these working-women as their natural right. It is for them to say whether this immigration shall be permitted or prohibited. No other class of citizens have an exclusive right to settle a question in which these women have so vital an interest.

What would any class of working-men say if they were thus excluded? What would the Crispins say if they were disfranchised when the rights of the laborer are in question, *because they are Crispins?* Or the lawyers, if they were disfranchised when laws are to be enacted, because they are lawyers? Or the liquor-sellers, if they were prohibited from voting on the question of licenses, because they are liquor-sellers? What a cry of injustice would be raised, and what sympathy would be awakened!

Shame on our code of political ethics! It is respectable to be a Crispin, or a lawyer, or a liquor-seller. *It is a crime to be a woman.*

THE PRESIDENT AND CONGRESS.

From the N. Y. Herald.

A retrospect of the last session of Congress reveals the somewhat curious fact that while there was no apparent conflict of opinion between Congress and the Executive, there was at the same time very little harmony of action between these two branches of the Government, and that while President Grant has retained, if not increased, his popularity, Congress has decidedly lost ground in public favor. It is not surprising that this should be so. There were many important matters in regard to which it was expected that proper action would be taken by Congress; but weeks and months wore by, and finally the session closed and the expectations of the people were disappointed. Prominent among these subjects was the restoration of American commerce, to which the President called attention in his annual message, in a special supplementary message, and finally in an earnest remonstrance against adjournment until the necessary legislation was had on the subject. But all in vain. Congress either had not the will or had not the ability to grapple with the question and to resolve upon the only practical method of restoring to American ships their share of the carrying trade of the world.

There may be some excuse for the principle of protection where the market is under the exclusive control of the Government, and people resorting to that system for the purpose of developing home industry; but where no such exclusiveness can exist, as on the ocean, which is free to all, there the principle of protection is the stupidest absurdity, and can only result in utter failure. How could an American shipping merchant, whose ship cost him from twenty-five to forty per cent. more than the same vessel would cost an Englishman, a Frenchman, or a German, and whose sailing expenses were also much heavier, expect to maintain competition with such odds against him? He could not do it, and consequently there is no longer any American foreign commerce. The remedy was plain. Keep up, if such be the policy, the protective system at home; but when you have to compete with free trade on the ocean, do it under free trade principles. Let the American merchant buy his ships where he can get them cheapest and best. Let everything used on board his ships be free from tax and duty. And at the same time, to keep up shipbuilding at home, let all materials used in the trade be also free from tax and duty of all kinds. By these means, and by these alone, could our foreign commerce have been regained. The President knew this, as the people knew it, and he three times brought the matter to the attention of Congress. But, distracted by a variety of other subjects, by tax and tariff bills, by land grant jobs, by disgraceful election contests, and by the thousand and one trifling matters that occupied every day of the session, Congress found but little time to give to this most important question; and when it did find time to consider it, the opposition of the protectionists defeated any measure that could have brought relief. On this question, therefore, President Grant stands fully exonerated, and it is on Congress that all the responsibility rests.

On other questions besides this there was an absence of accord manifested between the President and Congress. Notwithstanding the urgent desire of the President to have done with the reconstruction tinkering of Georgia, it was only in the closing days of the session that a bill for that purpose passed both houses; and even that was intentionally left open to opposite constructions, so that it can hardly be deemed a finality. The action of Congress, too, in regard to Cuba, St. Domingo, the tariff, the income tax and other matters has not tended to enhance its reputation or make it popular with the people.

We have seen, too, how leading Republicans in both houses set themselves up against the Executive. There was Mr. Dawes, of Massachusetts, the chairman of the Committee on Appropriations in the House, who made a famous onslaught upon the President and his administration on the score of extravagance in public expenditures; but he subsequently reconsidered his position, virtually retracted his charges and gave a certificate of economy to the administration. Then there were Senators Sumner and Wilson, of the same State, who remonstrated against the removal of Mr. Motley as Minister to London, and Senator Fenton of this State, who made a similarly fruitless outcry over the New York Custom House changes. But all these manifestations of opposition were powerless, and only served to strengthen President Grant and to exhibit the weakness of those who would set themselves up against him.

The upshot of the whole thing is that the Republican party has, chiefly through the unpopularity of Congress, weakened so considerably throughout the country that some of its most observant leaders expect a large accession to the Democratic ranks in the next Congress; while, on the other hand, President Grant, unaffected by the wilting out of the Republican party, stands before the people with a popularity undiminished, but rather increased, by the events of the last eight months. Let him enjoy his relaxation at Long Branch, buoyed up by the reflection that although his party may have fallen in public estimation, the people recognize the fact that he has done his whole duty and honor him accordingly.

RAILWAYS AND THE PUBLIC.

From the N. Y. Times.

Little more than forty years ago the first American railroad was opened. To-day we have over fifty thousand miles of road busily engaged, besides many thousands of miles projected or being built. From the very first we seem to have recognized the railroad as an important aid in the work of material development, and have steadily made it a pioneer agency. In so doing we adopted precisely the opposite course from that pursued in Europe. There the railroad was the result of over-crowded civilization; it was built by capital as a venture, not only to secure dividends, but to increase the value of property in old settlements. With us, railroads have been built chiefly as a means of enabling the pioneer to reach the markets of the country with his produce.

For many years the tide of emigration was confined to the channels of water communication. The basin of the great lakes, and the beds of navigable rivers, were first occupied by the settlers, but these very soon became filled, and then the living stream was forced back into the interior in order to reach the choice lands. In due time came the demand for railroads to accommodate this latter class, and for many years the resources of the country were severely taxed to meet it. Meanwhile, the East was engaged in a similar work of local development. While the West was struggling to build railroads to take its grain to market, the East was building them as a means of developing its mines, its manufactures, and its internal traffic. Having first built short lines between important points, they were converted, by means of consolidation, into great lines under one management, with vast combinations of business interests.

This process has gone on for years, and with the most startling results. The "consolidating process" is one peculiar to this country, and if pursued for a few years longer it will create some of the most gigantic monopolies ever known in the world. In illustration of our meaning, it may be stated that the Pennsylvania Central Railroad owns or controls by lease over 2700 miles of track, with a property of $160,000,000; the New York Central practically controls over 5000 miles of track, with a property of $300,000,000, while the Erie Railway, the Chicago and Rock Island, and several other lines, are continually making new combinations, for the purpose of securing the rapidly developing business of the great West, and of the Pacific slope.

With this process of accretion constantly going on, the result must be the speedy creation of a power which cannot be without influence beyond its legitimate sphere of operation. The records of legislation at Albany, Harrisburg, and Madison, during the last twenty years, contain some of the largest railroad jobs ever witnessed among civilized peoples, and most of them were accomplished by unfair means. Within the last ten years at least three hundred millions of acres of our public domain have also been given away by Congress to railroad speculators, and new schemes are presented at every session. What the country has to fear is that, ultimately, the railroad interest will, through consolidation, become so strong that it will be beyond legislative control. Already the various companies do pretty much as they like. How will it be a quarter of a century hence?

THE ONEIDA AND MR. EYRE.

From the Pall Mall Gazette.

The question which has been raised as to the conduct of Captain Eyre of the Bombay in the collision between that ship and the Oneida is important, not merely on account of the terrible consequences of that disaster, but of the interpretation which is in the future to be attached to Lord Kingsdown's clause in the Merchant Shipping act. The main facts of the case are doubtless fresh in the recollection of our readers. The finding of the court of inquiry at Yokohama, with the sentence it passed, conveyed heavy censure on Captain Eyre. It decided that he was in no apprehension as to his own ship, that he suspected the Oneida had sustained serious injury, that notwithstanding he hurried with extreme haste from the scene of disaster, having given no orders as to keeping a look out for signals of distress. Accordingly the court pronounced him guilty of a breach of that section of the Merchant Shipping act which prescribes the obligations of commanders in similar circumstances, and suspended his certificate for six months. Mr. Eyre's conduct was thus formally condemned by a competent British court, and, as may be easily supposed, the language and the finding but faintly reflected the violence of American feeling. The Secretary of the American navy writes to the Speaker of the House of Representatives:—"There can hardly be any question as to the conduct of the responsible commander of the Bombay after the collision took place, and on this subject the department is constrained to reply that it appears to have been the result of a reckless disregard of human life and of the common obligations of humanity." Under these circumstances Captain Eyre appealed to the Board of Trade. The reply of the Board of Trade left him in a position considerably worse than before. It pronounced him guilty of a "gross" breach of the section of the Merchant Shipping act we alluded to before. It declared its opinion that the sentence he remonstrated against had been too lenient, and "it desired to point out that he had been guilty not only of an offense created by statute, but of a disregard of the natural duties which circumstances of danger, such as that of the Oneida, impose on those who have been the unwilling cause of the danger."

It is impossible to deny that as thus stated the offense of which Captain Eyre was found guilty was one of the gravest kind, and we must say we agree with Mr. Lefevre that for such an offense six months' suspension is an altogether inadequate penalty. At the same time we must acquit Captain Eyre of deliberate and intentional inhumanity. Short of that, his behavior was as bad as possible. He was careless and indifferent under circumstances when carelessness and indifference became positively criminal, and with a haunting suspicion on his own mind that the condition of the Oneida might be very desperate, refrained from taking any steps to ascertain what were the actual circumstances of that vessel. Certainly there was no positive evidence before him that the Oneida was in serious danger. This does not rest solely on his own asseveration. It is corroborated by other testimony on board the Bombay. The chief officer calls the collision "just a touch, a bound, and a graze." The pilot says:—"The shock was very light, and the vessels came into collision in a glancing way." The carpenter:—"The shock was so light I hardly felt it." The chief engineer:—"The shock had no effect on me at all—did not even stagger me." The second engineer did not know it was a collision till they stopped; the bed-room steward did not feel it at all. So says Watson, a passenger, while the doctor swears the ladies in the cabin resumed the backgammon it had interrupted for a moment. The pilot, who chances to be an American, says, "I do not believe that Captain Eyre had any idea of the extent of the injury sustained by the Oneida from the way he spoke." The chief officer heard the captain ask the pilot, "Do you think she is much damaged?" to which the man replied, "No; you can go back if you like, but I do not see that there is any occasion for it."

At the same time, it is perfectly clear that Captain Eyre was not easy in his own mind on the subject. His questions to the pilot prove as much; and Lieutenant Clements states that when he went on board the Bombay, immediately on its arrival at Yokohama, Captain Eyre informed him that he had cut off the quarter of a Yankee frigate, adding, "Serve her right; she crossed our bows with a starboard helm." It is impossible to conceive how Captain Eyre could suppose that he had cut off the quarter of a Yankee frigate and yet not know that she was in considerable danger. Moreover, a moment's reflection should have shown him, as Admiral Bedford remarks, that if a vessel which gave the other her bow and stern could be injured, much more must that vessel have been damaged which received the blow abaft the mizzen chains and at such an angle of incidence. With regard to the looking out for signals of distress, Mr. Eyre swears he was on the watch for them for a quarter of an hour, and remarks, plausibly enough, that he relied on seeing a blue light if not hearing a gun; for in all well-ordered ships light signals are kept ready for kindling at a moment's notice, as they were in his own. As it happened, and most unfortunately, by the confession of the Americans, their blue lights were stowed away where no one knew to look for them in an emergency. On the other hand, the evidence is conclusive that the Bombay did not wait for more than five minutes, as was proved by the engineer, who kept a reckoning of the time on his slate. As to Captain Eyre's idea of risk to his own ship, we do not believe he could seriously have apprehended any. The chief officer indeed told him she was making water forward, and the carpenter "could not say with what a force the water was coming in." But if he believed there really was danger, it would, as Mr. Lefevre observed in the debate, have been better to have remained where he was, close by the Taratogu Spit, where the Bombay could have been safely run ashore, than to run twelve miles to Yokohama; and just in proportion as there was fear for the Bombay, there was reason for greater fear for the Oneida, which received on her quarter the blow. Even holding as those on board the Bombay did that the collision was a slight one, it became Captain Eyre's duty to stand by and exhaust all ordinary means to assure himself of the condition of the other ship. The amount of injury he suspected in his own ship ought to have suggested the possibility of grave damage to the other, nor should he have satisfied himself lightly with negative assurances to the contrary.

Under such circumstances as these, to whitewash Captain Eyre would be, it seems to us, practically to abrogate, or at least greatly to diminish the value of, Lord Kingsdown's clause requiring assistance to be given in cases of collision. We have no desire to bear hardly on Captain Eyre, whose fault was rather one of judgment than intention, but it is most important it should be understood that the duty of commanders at such times is not to speculate on the possibility of the vessel struck not having been seriously injured, but to ascertain positively what is her condition, and render any assistance that may be needful.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT STREET BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and stamped. S. BRADFORD,
6 29 1m Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT HILL SAVINGS AND LOAN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to two hundred and fifty thousand dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE JEFFERSON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any *vitalic* poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York 4 27 mwf

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE UNITED STATES BANKING COMPANY, to be located at Philadelphia, with a capital of one million dollars, with the right to increase the same to five million dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 2m

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
1 12 No. 706 CHESNUT Street.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 23 CHESNUT Street, Philadelphia. (wlm)

SUMMER RESORTS.

BELMONT HALL,
SCHOOLEY'S MOUNTAIN, N. J.,
IS NOW OPEN.

This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.

7 11 1m D. A. CROWELL, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDwell, N. Y.—Best of accommodations for families and gentlemen.
Board per day, $2 50; from June 1 to July 1, $14 per week; for the season, $14 to $17 50, according to room; for the months of July and August, $17 50; August, $21.
Open from June 1 to October 20. Address
6 6 2m H. J. ROCKWELL.

CHITTENANGO,
WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 5 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors
W. D. WOOD,
6 30 1m* Proprietor.

CAPE MAY.

CONGRESS HALL,
CAPE MAY, N. J.,
Opens June 1. Closes October 1

Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.

TERMS—$3 50 per day June and September. $4 00 per day July and August.

The new wing is now completed.

Applications for Rooms, address

4 15 62t J. F. CAKE, Proprietor

THE PHILADELPHIA HOUSE,
CAPE ISLAND, N. J.,
IS NOW OPEN.

The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.

Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. WYATT & SAWYER,
6 30 1m* Proprietors.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

McMAKIN'S ATLANTIC HOTEL,
CAPE MAY, N. J.
The new Atlantic is now open.
5 25 wfm 3m JOHN McMAKIN, Proprietor.

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.

Reduction of Twenty Per Cent. in the Price of Board.

Music under the direction of Professor M. F. Afsolo
Terms, $20 per week.
Persons desiring to engage rooms will address

BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 dlm 7 26 thstulm

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular, A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE,
Located between United States Hotel and the beach,
ATLANTIC CITY, N. J.
BOARD REDUCED.
Open from June 1 to October 1.
6 1 2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE,
ATLANTIC CITY.
A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 11m

ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA, between Atlantic and Pacific avenues, MRS. E. LUNGREN, formerly of THIRTEENTH and ARCH, Proprietress. Board from $10 to $15 per week. 7 11 mwstf

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,
6 11 2m Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.
6 25 6w GEORGE H. MACY, Proprietor.

CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests.
6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.
OTIS BISBEE, A. M., Principal and Proprietor.
A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 7 16 stuthlm

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 13. French is the language of the family, and is constantly spoken in the institute.
6 15 wfm 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30tf

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 2 3 1yd

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

NEWS SUMMARY.

Domestic Affairs.

—Gold closed yesterday at 121½.

—Miners in the Mauch Chunk district are resuming work on the Lehigh Coal and Navigation Company's terms.

—During a recent engagement in the Holguin district 250 Cuban insurgents were killed—at least so the Spaniards say.

—A military party sent after the Big Horn expedition to bring it back overtook it, but could not induce the explorers to return.

—Admiral Radford, lately appointed to the command of our European squadron, has arrived at Flushing, Holland, in his flag-ship, the Franklin.

—A vessel supposed to be the yacht Cambria was passed by the French mail steamer on Monday night about two hundred miles east of Sandy Hook.

—On the 14th instant fifty men of the 6th Cavalry had a five hours' fight with a party of 250 Indians near Fort Richardson, and were driven back some eight miles.

—The country in the vicinity of San Saba, Texas, is fairly occupied by Indians. Scores of families are leaving their homes, and in many instances are reduced to destitution.

—Governor Holden, of South Carolina, refuses to surrender to Chief Justice Pearson his prisoners in Alamance county, and it is said has ordered their trial by a military commission.

THE ASSEMBLY AT CAPE MAY.

THE STOCKTON HOUSE BALL LAST NIGHT—A MAGNIFICENT OVATION TO THE MARYLAND FIFTH—THE EVENT OF THE SEASON.

The ball to the Maryland 5th at the Stockton House last night was a brilliant affair, and passed off with great *eclat*. At 9 o'clock the regiment, escorted by the Reception Committee, entered the house, and immediately thereafter the invited guests and others followed. The hall was tastefully decorated with flags of all nations, the coats-of-arms of the various States being assigned proper and prominent places throughout the room. Previous to the regiment entering the hall, and while drawn up in line, a fine display of fireworks was had. Dodworth's Band, increased to thirty performers, furnished the dancing music, while that for the promenade was furnished by the band of the regiment.

The scene in the ball-room as the glittering throng moved through the graceful figures of the quadrille, or whirled and twisted in the mazes of the waltz, was exceeding picturesque and inspiring. The toilets of the ladies were remarkably fine and elaborate, and were distinguished by that modesty and good taste that have characterized all the balls given here during the present season. The officers and men of the 5th were in full dress uniform, and threw themselves into the festivities with an abandon that manifested sincere feeling and earnest enjoyment.

Numerous officers of the army and of Philadelphia regiments were present in full uniform, among whom were noticeable Generals Van Vleit, Sewall, Bingham, Bier and Carr, and Colonels Sellers, with several line officers of the 4th, Leo, and Moore. Hon. Reverdy Johnson, W. Prescott Smith, Hon. Thomas Swann, Hon. N. G. Penniman, Hon. Samuel J. Randall, Senator Ramsey, of Minnesota, Hon. Morton McMichael, Judge Yorke, W. E. Lehman, Samuel R. Phillips, Thomas Dolan, John T. School, John Tucker, S. Gross Fry, and numerous other prominent gentlemen were also present. The programmes were exceedingly elegant and novel, and were brought from Baltimore.

During the evening a banquet was served in the breakfast room for the officers of the 5th, and the special invited guests. The entire affair was under the immediate charge of Colonel Herbert and several of his officers. Mr. Duffy, of the Stockton, was indefatigable in his endeavors to render everything successful, and succeeded to the entire satisfaction of every one present. The greatest attention was paid to every detail, and nothing that could suggest itself to Mr. Duffy was left undone. Dodworth also deserves special notice for the very excellent music furnished.

The ball was a most gratifying success in every particular, and the numerous visitors from Baltimore were filled with delight. The numerous pretty ladies present were a subject of general remark among the gentlemen. Many of these were from Baltimore. The occasion was one of the most enjoyable ever experienced at Cape May, and in grandeur far excelled that of the New York 7th.

Each of the ladies present was presented by Mr. Duffy with a small bouquet of fragrant flowers during the evening. The hall decorations were by W. F. Scheible, of Philadelphia.

THE WAR.

THIS MORNING'S DESPATCHES.

PREPARATIONS FOR THE SIEGE OF COLOGNE—THE EMPEROR'S ADDRESS TO THE NAVY—THE FRENCH-PRUSSIAN SECRET TREATY.

PARIS, July 26.—*La Liberte* announces that the *Journal Officiel* will publish to-morrow the correspondence between the French and Italian Governments, in which the first steps were taken for the solution of the question of the occupation of Rome. The *Liberte* promises that the document will create a sensation, and will show that the Italian Government has not even asked for the withdrawal of the French troops, but France has taken the initiative to that end.

La Liberte reports that the Empress has said "that the only end the war can have is victory for France."

The *Journal Officiel* publishes a despatch from the Duke de Gramont, addressed to the diplomatic representatives of France, refuting the statements made by Baron von Werther, that no mention had been made of the candidature of Prince Leopold previous to the late offer of Prim. Gramont appends a latter from Count Benedetti, dated March 31, 1869, stating that he had been assured by the Cabinet of Berlin that there was nothing serious in the report that it was possible that an offer of the throne of Spain might be made to Hohenzollern.

The *Moniteur du Soir* says it learns from a good source that Prince Leopold of Hohenzollern and his father are in bad odor at Berlin, on account of their renunciation of the Spanish throne, and adds that Bismarck had reproached them for their precipitate action, which enabled Spain to keep clear of the quarrel, and permitted France to place more troops on the Rhine, as there is no need for her to watch Spain. The same paper notices editorially the treaty proposed in 1866, and says it never had the adhesion of the Emperor. The *Moniteur du Soir* adds that such a project did exist, but it was proposed by Prussia and not by France.

The Empress while at Cherbourg read to the sailors of the fleet an address from the Emperor, which says:—"Though not among you, my thoughts follow you to those seas where your valor will be displayed. The French navy has a glorious history. You will be worthy of its past. When in front of the enemy remember that France is with you and calls the protection of Heaven upon your arms. While you fight on sea, your brethren fight on land for the same cause. Go and show with pride the national standard, and when they see it the enemy will know that it unfolds the honor and genius of France."

After the delivery of the above address, the Empress was overcome with emotion. The effect of her visit to the fleet is said to be great.

LONDON, July 26.—The *Pall Mall Gazette*, now that the real designs of the French Emperor are revealed, counsels England to make every preparation for war.

Persons residing near the fortifications of Paris have been notified to quit their houses, as the space is required for the play of artillery.

The French force at Thionville and Moselle is estimated at 80,000 men. The Imperial Guard is at Nancy.

The early evacuation of Rome by the French troops is almost certain. France takes this method of securing the friendship and alliance of Italy.

The French report another cavalry skirmish near Metz, and claim that the Prussians were beaten and lost three officers.

A despatch from Paris assumes that the Emperor leaves to-night for the front. The environs of Cologne have been cleared of the inhabitants and buildings, and the hills will be levelled, in preparation for a siege. The French Government exempts coal from the list of articles contraband of war. A further advance in the rate of discount at the Bank of France is expected.

A special despatch from Strasbourg, received to-day, says:—"The elite of the French army is now concentrated at Strasbourg and Belfort. The Algerian forces, consisting of Zouaves and Turcos, and filling eighteen railway trains, reached Strasbourg on the 24th, and to-day took up position at Belfort, close to the Baden line. Sixteen squadrons of Chasseurs d'Afrique arrived to-day, via Lyons."

Despatches received from Thionville, Sierck, St. Arold, Metz and Bitche, state that the army has commenced to move to the frontier. The Imperial Guard has already started, and it is now regarded as certain that the Emperor designs closing in on the Prussians between Thionville and Weissenbourg, throwing the army under McMahon on the German side of the Rhine. This army is composed of three corps, commanded by Generals Failly, Douay and McMahon. A force of 8000 marines, in command of General de Vassaigne, accompany the Baltic fleet, and an attack is to be made on Stralsund, immediately north of Berlin. France denies the authenticity of the secret treaty said to have been offered to Prussia.

Grafe, the eminent German oculist, is dead.

In the House of Commons to-night, Mr. Gladstone, in reply to a question of Mr. Torrens, said negotiations for the settlement of the Alabama claims stood where they did a year and a half ago, the United States having declined the offer made by England. The next advance was due from the American Government.

Earl Granville, in the House of Lords to-night, again referred to the draft of a secret treaty alleged to have been proposed by France to Prussia, and said he had an interview this afternoon with the French Ambassador, who told him that the treaty originated with Bismarck; that it never had a serious basis, and was rejected by both parties. The ambassador protested that France was actually desirous of maintaining peace with Belgium, England, and Holland.

Mr. Gladstone informed the House of Commons that advices from Berlin, settling the authenticity of the *Times'* information regarding the alleged treaty, were hourly expected. The British Minister at Berlin had telegraphed that the despatch containing the original propositions of Napoleon embodied in the treaty existed in Count Benedetti's own handwriting.

Mr. Otway, Under Foreign Secretary, declined, when asked, to make any communication or express an opinion of the proposal made by Napoleon to annex Holland.

THE HOUSE OF HOHENZOLLERN.

ITS ORIGIN AND PROGRESS—A LONG HISTORY IN BRIEF.

From L'Opinion Nationale, July 13.

The House of Hohenzollern, which to-day makes so much noise in Europe, and menaces all nations by its ambitious projects, is of Suabian origin. In leaving the town of Hechingen, watered by a tributary of the Neckar, the traveller who directs his steps southward toward Berlingen sees rising on his left a conical-shaped hill, on the summit of which is situated a castle of feudal proportions. That is the cradle of the house of Zollern, called Hohen or high Zollern, on account of the elevation of the ancient manor. This castle, which gave its name to the royal house of Prussia, was built about the year 980 A. D. The petty nobles to whom it served as a residence lived for a long time in obscurity, and became divided into three branches, that of Franconia, whence has issued the royal house of Prussia, and those of Hechingen and Sigmaringen, who remained stationary. The two latter have played but an insignificant role in history, but the line of Franconia learned early to appreciate the value of money, and Frederick VI, afterward Frederick I, conceived the happy idea of lending 100,000 florins to the Emperor Sigismund. That 100,000 florins was the origin of his greatness. Sigismund, being unable to repay them, yielded as collateral security to his creditor the Margravate of Brandenburg, till he should be able to discharge the debt. Frederick found some trouble in installing himself in the Marches, for the nobles of the district did not feel disposed to submit to this hypothetical superior. The Kitgows, the Bismarcks, and others revolted, and at first came off conquerors. But Frederick was a man of ability. He learned that the Margrave of Thuringia was the possessor of a new weapon of war of marvellous power, called a cannon. He brought this to bear upon his adversaries, and, thanks to the cannon, terminated the struggle to his own advantage. Thus was Prussia born by the power of gold and cannon-balls. * * Despoiled of their possessions in consequence of the wars of Napoleon, the little princedoms of Hechingen and Sigmaringen lost their royal dignity, but having given their adhesion to the Confederation of the Rhine, they were reconstituted by Napoleon I, a proceeding which did not prevent them from turning against him in 1814. Having but scanty revenues and abundant debts, Hechingen and Sigmaringen decided upon resigning, in 1848, all their rights in favor of the King of Prussia, who, by a treaty concluded in 1850, agreed to pay the former branch an annual sum of 10,000 thalers, and the latter of 25,000 thalers. He felt his honor concerned in the possession of this little territory, containing 74,000 inhabitants, which gave him, besides, a footing in South Germany. Scarcely was he invested with his double principality before he hastened to repair the manor of Zollern, to rebuild anew its Gothic fortifications, and to cause to be inscribed in letters of gold and azure, above the entrance door, this inscription:—

"Zollern, Nuremberg, Brandenburg united, built this castle in 1488. The strong hand of Prussia raised me up. I am called the door of the Eagle—1851."

Above this proud gateway of the Eagle his Prussian Majesty caused a figure in relief to be erected, representing a fully-armed knight, with this motto:—"*Vom Fels zum Meer*"—from the rock to the sea; that is to say, from Zollern to the Baltic; from Zollern to Trieste, on the Adriatic, being understood.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·51	MOON RISES	3·53
SUN SETS	7·21	HIGH WATER	1·01

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

City of Dublin	Liverpool	New York	July 9
Palmyra	Liverpool	New York	July 12
Dorian	Glasgow	New York	July 13
Cuba	Liverpool	New York	July 16
Cimbria	Havre	New York	July 16
Ville de Paris	Brest	New York	July 16
Australia	Glasgow	New York	July 16

FOR EUROPE.

Wisconsin	New York	Liverpool	July 27
Scotia	New York	Liverpool	July 27
Dacian	New York	Glasgow	July 27
Calabria	New York	Liverpool	July 28
Parana	New York	London	July 30
France	New York	Liverpool	July 30
Anglia	New York	Glasgow	July 30
C. of Paris	New York	Liverpool	July 30
Manhattan	New York	Liverpool	Aug. 3
Ville de Paris	New York	Havre	Aug. 6
C. of London	New York	Liverpool	Aug. 6
Italy	New York	Liverpool	Aug. 6
Australia	New York	Glasgow	Aug. 6
Etna	New York	Liverpool	Aug. 9

COASTWISE, DOMESTIC, ETC.

Missouri	New York	Havana	July 28
Prometheus	Philadelphia	Charleston	July 29
Wyoming	Philadelphia	Savannah	July 30
Cuba	Baltimore	N. Orls. via K. W.	Aug. 1
Pioneer	Philadelphia	Wilm'gton, N.C.	Aug. 2
Yazoo	Philadelphia	New Orleans	Aug. 18

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Fanita, Freeman, New York, John F. Ohl.
Steamer J. S. Shriver, Webb, Baltimore, A. Groves, Jr.
Str Mars, Grumley, New York, W. M. Baird & Co.
Brig John Welsh, Jr., Vanselow, Sagua, S & W. Welsh.
Schr J. S. Shindler, Lee, Boston, L. Audenried & Co.
Schr M. J. Fisher, Lawrence, Lynn, do.
Schr S. R. Jameson, Jamesoh, Boston, do.
Schr R. C. Thomas, Crockett, Boston, do.
Schr Stephen Morris, Wells, Boston, do.
Schr A. H. Cain, Simpson, Rockport, do.
Schr Elizabeth McGee, Watts, Boston, do.

ARRIVED YESTERDAY.

Steamship Tonawanda, Barrett, 70 hours from Savannah, with cotton, rice, etc., to Philadelphia and Southern Mail Steamship Co. Passengers—N. W. Fulsifer, O. W. Whitaker, Mrs. Davis, Mrs. T. W. Scull & son, Mrs. J. McDonough, Miss E. J. Kelley, M. S. Meyer, P. Spilman, J. F. Gregg, W. A. Geary, J. B. Hughes and wife, Miss Sallie Stubbs, Miss E. Toney, Miss James, S. Stevenson, J. Stevenson, R. W. Wallace, Miss Eliza A. Pollard, Miss Elizabeth Pollard.

Steamship Roman, Baker, 48 hours from Boston, with mdse. to Henry Winsor & Co. Passengers—Mr. W. Emmons, Mr. W. D. Seegar, Mr. N. J. Bradley and wife, Mr. Haven, Mr. Allen, Mr. R. Ridler, Mr. G. F. Faxon, Mr. T. E. Melvill, Mr. G. Heacock, Messrs. W. C. and C. L. Hamilton, Mr. W. S. Delany, Mr. W. J. Gilmore, Mr. B. Chadwick, Mr. C. K. Field, Mr. W. B. Wood, Mr. C. S. Lewis, Washington Warren, Misses Warren and Comerly, Mr. T. Mathison, Mr. W. Pitman, Mr. Orne, Miss Howard, Mr. T. R. Harris and wife, Mr. R. Shoemaker and wife, Mr. G. J. Nichols, Mr. P. Connor, Mr. J. McDonald, Mr. W. Young. Outside the Capes saw a bark coming in; off Fourteen Feet Bank an unknown brig, bound up; above the Buoy on the Middle, bark Larissa, fm Cienfuegos, and brig Mattano, from do.

Steamer Anthracite, Green, 24 hours from New York, with mdse. to W. M. Baird & Co.

Scar P. R. Wallace, Ward, 5 days from James river, Va., with lumber to Collins & Co.

Schr J. M. Broomall, Douglass, from Bath, Me., with ice to Knickerbocker Ice Co.

Schr Mary Jane, Waters, 4 days from Pocomoke River, Md., with lumber to Collins & Co.

Schr Diamond State, Cooper, 6 days from Norfolk, Va., with lumber and shingles to W. A. Levering.

Schr Southerner, Hearn, 6 days from Pocomoke river, Md., with lumber to Collins & Co.

AT QUARANTINE.

Barks Almoner, from Sagua, Annie Augusta, from Guantanamo; and Sam Sheppard, from Cienfuegos. Also, schr James M. Flanagan, from Cienfuegos.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 26.—Three barges leave in tow to-night, for Baltimore, light.

Tereeno, with wheat, for Wilmington.

Joslin, with marble, for Philadelphia.

BALTIMORE BRANCH OFFICE, July 26.—The following barges leave in tow to-night, eastward:—

P. E. Greenman, E. C. Potter, John Hawkins, G. C. Satterlee, James Hand, and Hope, all with coal, for New York.

PHILADELPHIA BRANCH OFFICE, July 27.—The M. Hennessy, with phosphate, for Baltimore, leaves this A. M.

N. Bottsford, with coal, for Baltimore, and Michigan, with wheat, for N. York, left yesterday. L.S.C.

MEMORANDA.

Ship Gold Hunter, Freeman, from Liverpool for Philadelphia, was spoken 24th inst. off Fire Island.

Ship Tonawanda, Turley, for Philadelphia, sailed from Liverpool 13th inst.

Ship Waterloo, Patterson, for Philadelphia, entered out at London 14th inst.

Steamer Pioneer, for Philadelphia, cleared at Wilmington, N. C., yesterday.

Steamer J. W. Everman, Hinckley, hence, arrived at Charleston yesterday.

Steamer Wyoming, Teal, hence, at Savannah yesterday.

Steamer Norman, Nickerson, hence, at Boston 25th instant.

Steamer Leopard, Hughes, hence, at Newburyport 23d inst., and left for Amesbury Point.

Steamer Centipede, Doughty, for Philadelphia, cleared at Boston 23d inst.

Steamer Dorian, Young, sailed from Glasgow 13th inst. for New York.

Steamer Cuba, Dukehart, from New Orleans via Havana and Key West, at Baltimore 26th inst.

Steamer George Washington, Gager, at New Orleans 24th inst. from New York.

Steamer George Cromwell, Clapp, sailed from New Orleans 23d inst. for New York.

Steamer Cortes, Nelzon, sailed from New Orleans 24th inst. for New York.

Bark Thunolde, Virsatz, for Philadelphia, entered out at Newcastle 9th inst.

Bark Chancellor, Corfin, at Gibraltar 5th inst. from Leghorn, and cleared for Philadelphia.

Bark Columbia, Foss, hence, at Helvoet 11th inst.

Bark Carl August, Siewertz, for Philadelphia, cl'd at Liverpool 12th inst.

Bark Soridderen, Pederson, for Philadelphia, entered out at Liverpool 13th inst.

Bark Alice Woods, Doherty, for Philadelphia, cl'd at London 12th inst.

Bark Prinds Carl, Stephenson, from London for Philadelphia, anchored at Deal 13th inst.

Bark Mariana VI, Goncalves, for Philadelphia, s'd from Lisbon June 6.

Barks Waldo, Pressey, and Dagmar, Hanson, from London for Philadelphia, at Deal 13th inst., and proceeded.

Brig Annie Batchelder, Steelman, 42 days from New York, at Gibraltar 8th inst., and ordered to Marseilles the following day.

N. G. brig Holsatia, Rhode, hence, at Elsinore 9th instant.

Schr William B. Mann, Rogers, for Philadelphia, cleared at New York yesterday.

Schr Ella Fish, Burton, for Philadelphia, cleared at Portland 23d inst.

Schrs W. A. Crocker, Baxter, and J. W. Wilson, Connelly, hence, at Boston 23d inst.

Schr J. S. Watson, Watson, for Philadelphia, cl'd at Boston 23d inst.

Schr John Stockton, Price, from Bridgeport for Philadelphia, passed Hell Gate 25th inst.

Schr C. C. Henry, Dilks, for Philadelphia, sailed from Nantucket 16th inst.

Schrs Gilbert Green, Weaver, hence, and Tempest, Shropshire, and Surge, Warwick, from Trenton, at Providence 23d inst.

Schr Ann E. Safford, Powell, hence, at Pawtucket 22d inst.

Schrs David Faust, Lord; Niagara, Townsend; Hannah G. Hand, Hand; and Nevada, Davis, hence, at Boston 24th inst.

Schrs Dick Williams, Corson; Isaac Rich, Crowell; and Ralph Carlton, Curtis, hence, at Salem 24th inst.

Schr Lath Rich, Paddock, for Philadelphia, sailed from New Bedford 23d inst.

Schrs Marion Gage, Heathers; C. B. Wood, Smith; and A. Truedell, Hess, for Philadelphia, sailed from Providence 23d inst.

Schrs Rachel J. Miller, Armstrong, hence; W. C. Bartlett, Bartlett, do.; and Blast, Parker, from Trenton, at Providence 23d inst.

MISCELLANY.

Br. steamer Manhattan, Forsyth, at New York from Liverpool, brought 675 passengers.

Steamer City of Paris, at New York from Liverpool and Queenstown, had 780 passengers.

Steamer Siberia, at Boston from Liverpool and Queenstown, brought 562 passengers.

Steamer Acushnet went on the marine railway at New Bedford on Saturday afternoon, and was found to be but slightly damaged. A portion of her forefoot is gone, the shoeing and part of her false keel was carried away, and a few of her planks quite badly chafed. She is tight, and her cargo was in good order.

The iron steamer Hercules, which was attached by the Sheriff last week at Portland, sailed afternoon of 24th for Philadelphia, after giving bonds in the sum of $3000 to cover damages done the Portland bridge by running into it a short time ago.

A three-masted schooner, coal loaded, is ashore at Hedge Fence, Vineyard Sound.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at

5 cents per 100 pounds,

2 cents per foot, or 1-2 cent per gallon, ship option.

INSURANCE ¼ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to

JOHN F. OHL,
28 PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Thursday August 18, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana on Friday, August 5.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi rivers between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail from Savannah on Saturday, July 30, at 8 A. M.

The WYOMING will sail for Savannah on Saturday, July 30.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Tuesday, August 2, at 6 A. M. Returning, will leave Wilmington Saturday, August 9.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week (at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.

Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch. Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air-Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	88
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY.

The steam Propellers of the line will commence loading on the 5th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 43

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to
WILLIAM M. BAIRD & CO., Agents,
14 No. 132 South DELAWARE Avenue.

SHIPPING.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,

No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 33 N. WATER St. and 22 N. DELAWARE Avenue.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

On Vessels, Cargo and Freight to all parts of the World.

INLAND INSURANCES

On goods by river, canal, lake and land carriage to all parts of the Union.

FIRE INSURANCES

Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$200,000 United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
50,000 United States Six Per Cent. Loan, 1881	60,000·00
$90,000 State of Pennsylvania Six Per Cent. Loan	$13,950·00
$100,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	$90,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
$0,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
$5,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	$3,625·00
$5,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	$0,000·00
$0,000 State of Tennessee Five Per Cent. Loan	15,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
12,500 Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000 North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 50 shares stock	7,500·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,231,400 Par. Cost. $1,215,622·27.	Market value, $1,265,270·0
Real Estate	36,000·00
Bills Receivable for Insurances made	$33,700·75
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	85,097·95
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	3,740·20
Cash in Bank	$168,318·88
Cash in Drawer	972·26
	169,291·14
	$1,862,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade.
Henry Sloan,	Jacob Riegel,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. 4 9 6m

Active and responsible men wanted as Agents.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE,

NO. 34 NORTH FIFTH STREET

INSURE

BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,

From Loss by Fire (in the City of Philadelphia only).

ASSETS, JANUARY 1, 1870, $1,572,732·25.

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE I. YOUNG,	ROBT. SHOEMAKER,
JOS. R. LYNDALL,	PETER ARMBRUSTER,
LEVI P. COATS,	M. H. DICKINSON,
SAMUEL SPARHAWK,	PETER WILLIAMSON,
JOSEPH E. SOHELL.	

WM. H. HAMILTON, President.
AMUEL SPARHAWK, Vice-President.
WILLIAM [illegible], Secreta

AMUSEMENTS.

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1308 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY
NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$21,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,400

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

WEDNESDAY, JULY 27, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE ENGLISH WAR SENTIMENT.

THE abilities of the present Emperor of the French as a profound master of diplomatic science have not been more conclusively shown by any of the events of his career than by the consummate skill he has shown in the management of England, and in the comparative ease with which he has reduced her to the position of a second or third-rate power, so far as European affairs are concerned, at least. When he made himself Emperor the popular feeling against him in England was most profound. The traditional British antagonism to his family was intensified by the *coup d'etat* and the unscrupulous means he adopted to consolidate his power and to establish himself upon the throne. In the early days of the empire he had everything to fear from England, but he adopted a line of policy which from that time to this has not only prevented any interference on her part with the affairs of France, and he has either secured her as an ally in his contests with other powers or made himself certain of her neutrality. The old anti-Napoleonic sentiments in England, however, if smothered were not quenched, and the real, sincere, and hearty British friends of the nephew of his uncle are exceedingly few and far between; and while the majority of the English nation has acquiesced in the latter-day policy of non-intervention in continental quarrels, they have felt, nevertheless, that they have lost much of their old dignity and importance thereby, and are not disposed to regard the man who has forced them into such a position with any marked degree of favor.

When bad feeling already exists, it does not require any very great provocation to excite hard words and hard blows; and the publication of the secret treaty proposed by France to Prussia in 1866 has stirred up all the old antagonism to Napoleon that for so many years past has only been indicated by occasional sarcastic comments in the newspapers or in the vituperations of such writers as Kingslake. Substantially it was known at the time that France was endeavoring to make some such arrangement with Prussia, but the British public did not have it down in black and white as it has it now, and the publication of this treaty has not only given the lie to all the Emperor's fine speeches and proclamations, by which he has endeavored to throw the responsibility of the present war upon Prussia, but it has shown England how little he really cared for her wishes and opinions in such a matter as the division and distribution of continental territory. The plan for the absorption of Belgium, in particular, was a particularly rude attack upon the *amour propre* of England, and it would not be a matter for surprise if the publication of this document made England the ally of Prussia, in which case France will certainly have her hands full. The leading English papers are endeavoring to bring about such a consummation as this, although, as in the case of many previous European contests, England really has no concern in the quarrel, and at the most she can do no more than regain some of her old-time prestige as one of the leading European powers. In case she does take up arms, however, it will not be the first time that she has been forced into an expensive and unprofitable war to fight the battles of other people, against the better judgment and sound sense of the most thoughtful and far-seeing of her citizens; and although Prussia will eagerly welcome her as an ally, the results of her interference on her own future may well engage the attention of her statesmen before they commit her to a contest the end of which no man can foresee at this moment.

The Irish have already warmly expressed their sympathy for France, and an Irish rebellion would at least give considerable trouble if the bulk of the army and navy were engaged with a foreign foe. Such a combination of circumstances would give the very occasion for which the most prudent Irish enemies of English rule have been waiting, and it would scarcely be allowed to pass without an attempt being made to strike a blow for Irish independence. We believe that it would be a good thing for Europe and for the world if England would unite with Prussia to squelch Napoleonism at once and forever, but so far as England herself is concerned, she will be most likely to consult her present and future interests by discreetly keeping out of the fight.

A CABLE TELEGRAM states that the Empress Eugenie, while at Cherbourg, read to the sailors of the fleet an address from the Emperor, and that when she had completed the arduous task of rehearsing this production, which is only ten or eleven lines long, she was overcome by emotion. The address declares that "the French navy has a glorious history," and the sailors are told that when the enemy see the national standard flying from their ships they will "know that it unfolds the honor and genius of France." We are not informed whether the Empress, in uttering these fine sayings, suddenly remembered how unlucky the first Napoleon was in his naval ventures, but if such recollections did flash across her mind, they would fully account for her emotion. It remains to be seen whether the present Emperor can win triumphs on the seas which have witnessed so many defeats of his predecessors, but the omens are sadly against him.

NEUTRAL PROPERTY AT SEA.

A RECENT letter of Baron Gerolt, the Prussian Minister, to the American Secretary of State, Hamilton Fish, announces, by authority, that private property on the high seas will be exempt from seizure by the Prussian ships, without regard to reciprocity. This is the American doctrine on this subject, and we hope it will eventually be adopted by all civilized countries. We know of no good reason why private property on the ocean should be more subject to capture and destruction in time of war than private property on land, and the better judgment of all advanced nations now forbids invading armies from playing the part of robbers and marauders. The treaty of Paris formed in 1856 contained some beneficent provisions, but it did not go far enough, and it was grossly unfair to this country. If it had laid down the broad doctrine that all private property except articles contraband of war should be exempted from seizure by public armed vessels, our Government would have gladly acquiesced in it, but it claimed for the regular navies of the contracting parties certain rights to examine and seize cargoes which were denied to privateers, and thus jeopardized American interests in the event of war between the United States and a naval power like Great Britain or France. Our own navy is at all times comparatively small, and our regular ships of war would be too busily occupied in defending our coast to inflict serious damage on foreign merchant vessels, while the British and French navies would have ample opportunity to overhaul American merchant ships. While privateering remains unabolished by our consent, we can fit out at short notice enough cruisers to return blow for blow against our commerce; but if we surrendered the right to use privateers without securing an acknowledgment of the true principle that all private property on the high seas, not contraband, should be respected, we would be completely at the mercy of nations which possessed superior naval armaments.

It is gratifying that Prussia adopts our doctrine at the commencement of the present struggle, and her action derives increased force from the fact that nearly a century ago Frederick the Great formed a treaty embodying substantially the same principle with those great American plenipotentiaries of the Revolutionary era, Thomas Jefferson, Benjamin Franklin, and John Adams. We are ready to concede all that the treaty of Paris requires, provided it is so amended and improved as to fully secure the rights of non-combatants, and to impose needed restrictions on the plundering commanders of aggressive ships of war as well as privateers; and the aid of Prussia may eventually insure the complete triumph of our doctrine.

HO! FOR THE NORTH POLE.

THE very thought of such a refrigerative locality as the North Pole is refreshing during such weather as we are now experiencing in these lower latitudes, and if Captain Hall were to start immediately on his search for the open polar sea he would not lack for volunteers who would be willing to pay heavy premiums for the privilege of accompanying him. Congress having appropriated the necessary funds for fitting out an expedition to the North Pole, the President has settled the claims of the rival aspirants for the command of the same by assigning it to Captain Hall, and if that bold explorer succeeds in demonstrating the existence of the open polar sea beyond the possibility of a doubt, he will confer a substantial boon upon the human race, and the people of the United States in particular, by satisfying a not altogether unreasonable curiosity, and by rendering unnecessary any further expenditures of money for an object that can scarcely yield any very profitable results or develop any very valuable scientific facts. The plan of operations of the expedition now fitting out has not been disclosed, but it will be some encouragement to those who take an interest in the solution of the open polar sea problem if some departure from the often travelled route of former explorations could be made. Repeated failures have demonstrated that it is almost if not quite impossible to reach the pole by way of Baffin's Bay, and the schemes which have lately been suggested of following up the Gulf Stream, or, better still, the Japan current, are at least plausible, and promise better results than any attempts to force a passage through the icebergs of Baffin's Bay. Captain Hall has the reputation of being a bold and experienced explorer, and it would be gratifying to know what his opinions are on this subject. So long as the nation is committed to the expenditure of a large sum of money for the investigation of a geographical problem that is chiefly interesting from a scientific point of view, we ought to have an assurance that we will be likely to get the worth of our investment, and apart from every other consideration, a knowledge of the peculiarities of the two great hot currents of the Eastern and Western hemispheres, from their commencement to their ending, would be quite as interesting and important as any mere demonstration of the existence of an open Polar Sea.

ONE of the most important questions at the national capital seems to be who shall get the contract to work the Alaska seal fisheries. It is rumored that no bid will be accepted unless it is made by a party familiar with the business, so that the seals stand a fair chance of being captured and skinned in the most approved fashion, and the speculators of the Atlantic coast will apparently have no opportunity to enrich themselves on the shores of Alaska. This decision is the more to be regretted on account of the ease with which recruits for such an expedition to that delightfully cool region could now be obtained among our heat-stricken population. The only chance left for our Eastern lovers of icebergs seems to be Captain Hall's proposed expedition to the North Pole.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ FULL STOCK OF

BOYS' CLOTHING.

FINEST.

JOHN WANAMAKER,

Nos. 818 AND 820 CHESNUT STREET.

☞ STEINWAY & SONS'

GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,

SOLE AGENT FOR THE SALE OF THE

WORLD-RENOWNED PIANOS,

AT THE OLD WAREROOMS,

[4 15tf4p

No. 1006 CHESNUT STREET.

☞ THE UNDERSIGNED, WHOSE PROPERTY is in close proximity to the Pennsylvania Sugar Refinery, which was destroyed by fire last evening, desire to express their thanks to the Fire Department, Insurance Patrol, and Police for the valuable aid extended in saving their property from destruction.

ROBERT SHOEMAKER & CO.,
N. E. corner Fourth and Race streets.
BENJAMIN H. SHOEMAKER,
Nos. 205, 207, and 209 N. Fourth street.
GEORGE W. PLUMLEY,
1t Nos. 211 and 213 N. Fourth street.

☞ PHILADELPHIA AND TRENTON RAILROAD COMPANY.
No. 224 S. DELAWARE AVENUE,
PHILADELPHIA, July 20, 1870.
DIVIDEND NOTICE.

The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened.

7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.

PHILADELPHIA, July 15, 1870.

The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.

7 15 14t S. BRADFORD, Treasurer.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 814 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 5 31 tf 4p

☞ T. W. BAILY, No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.

N. B.—Watches and Jewelry repaired by skilful workmen. 7 15 1m

☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
5 FIFTH and WALNUT Streets.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 303 BROADWAY,
New York.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,
Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET,

3 31 5 A few doors abov hesnut st., Philada.

CROQUET.

CROQUET IN GREAT VARIETY.

Rock Maple Croquet only $3 50.

Four quires of Paper and four packs of Envelopes, stamped, in a neat double box, only $1 00; by mail, $1 15.

One quire of Paper and one pack of Envelopes, stamped, only 30 cents.

J. LINERD,
Stationer and Card Engraver,
29wsm 9mSp No. 921 SPRING GARDEN Street.

CROQUET.

CROQUET, full size set, $3 50; 16 different kinds, wholesale and retail.

Just received, a new assortment of FRENCH PAPERS AND ENVELOPES.

INITIALS and MONOGRAMS stamped in colors free of charge.

R. HOSKINS & CO.,
No. 913 ARCH Street.

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM

PATTERN SHIRTS,

MADE BY R. EAYRE,

ONLY, [5 4 wfm4mSp

58 N. SIXTH St., below Arch.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. (7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. (7 11 tf

CLOTHING.

BRING BILL,

TEN DOLLAR BILL!

That's the kind of

Bill that will bring you a

REAL
ALL-WOOL
SCOTCH CHEVIOT
COAT, VEST, AND PANTS,
SCOTCH CHEVIOT
ALL-WOOL,
$10.

There is no other place
in town
Where a suit like this
Can be afforded,
Except at

ROCKHILL & WILSON

GREAT BROWN HALL,

603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,

No. 824 CHESNUT Street,

CLOTHIER.

LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.

ALSO,
FINE READY-MADE CLOTHING. [6 27tf

LIFE INSURANCE.

REMOVAL

FROM 404 to 530 WALNUT ST.

CONNECTICUT MUTUAL LIFE

INSURANCE COMPANY

ASSETS OVER $30,000,000.

WALTER H. TILDEN, General Agent.

NEW BUILDING,

530 WALNUT STREET

(Opposite Independence Square).

☞ Medical examiners in attendance, and every facility for effecting insurance immediately and to any amount. Agents and all others having risks to place dealt with in the most liberal manner. 7 25 6trp

FURNITURE, ETC.

PURCHASERS OF

COTTAGE CHAMBER SUITS

And the various styles of

BEDSTEADS,
BUREAUS,
WASHSTANDS,
WARDROBES, ETC.,

Finished in imitation of Walnut, Maple, or other "hard woods," and now generally known as "Imitation" or "Painted" Furniture, are hereby informed that every article of our manufacture is

STAMPED WITH OUR INITIALS AND TRADE MARK,

And those who wish to obtain goods of our make (there being, at the present time, numerous imitations in the market), should invariably ask the dealer of whom they are purchasing to exhibit our stamp on the goods, and take no other, no matter what representations may be made concerning them.

KILBURN & GATES,

Wholesale Manufacturers of Cottage Furniture,

No. 619 MARKET STREET,

7 2 smw6mrp PHILADELPHIA, PA.

RICHMOND & CO.,

FIRST-CLASS

FURNITURE WAREROOMS

No. 45 SOUTH SECOND STREET,

EAST SIDE, ABOVE CHESNUT,

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HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp4

WATER PURIFIERS.

FARSON'S

New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.

In operation and for sale at the MANUFACTORY, No. 220 DOCK Street, and by House-furnishing Stores generally. 2t5

DRY GOODS.

MILLIKEN'S

LINEN STORE,

No. 828 ARCH STREET,

AND

No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1 00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

MRS. R. DILLON,

NOS. 923 AND 921 SOUTH STREET.

Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 10? South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN,
Master of Transportation.
JAMES A. DINKEY,
7 8 1murp General Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.

NEW AND ATTRACTIVE ROUTE

FOR

SUMMER TOURISTS

TO

Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.

Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS

At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted),

FROM PHILADELPHIA PASSENGER STATION,

Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

EXCURSIONS.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "

Horses, carriages, and freight taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 10t mwftf No. 52 N. DELAWARE Avenue.

BECK'S PHILADELPHIA BAND, NO. 1.

FOURTH GRAND EXCURSION AROUND NEW YORK BAY AND DOWN TO LONG BRANCH,

LANDING AT NEW YORK TWO HOURS.

Leave Philadelphia, from WALNUT ST. WHARF, MONDAY, August 1, 1870, at 7½ o'clock A. M.

FARE FOR THE EXCURSION:

Single Tickets.....$2·50
Gentleman and Lady..... 4·50

Tickets can be procured at the Office of Beck's Band, No. 828 Market street; of Charles Brintzinghoffer, No. 935 Market street; of Enos C. Renner, No. 501 Girard avenue; Ticket Office, No. 828 Chesnut street, and at the wharf on the morning of the Excursion. 7 27 wfs 5t

THURSDAY EXCURSIONS.—The splendid Steamboat JOHN A. WARNER will make an Excursion every Thursday to Beverly, Burlington, and Bristol,

LEAVING CHESNUT STREET WHARF at 9½ o'clock A. M.

Returning, leaves Bristol at 11½ A. M. and 4 o'clock P. M. A Band of Music will be in attendance. Fare for the Excursion, 30 cents. 7 20 tuwtf

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

HOTELS.

COLONNADE HOTEL.

FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
5 24 WAREROOMS, No. 610 ARCH Street.

SEWING MACHINES.

THE AMERICAN

Combination Button-Hole

AND

SEWING MACHINE.

Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,

Place it unquestionably far in advance of any other similar invention.

This is the only new family machine that embodies any Substantial Improvement upon the many of machines in the market.

It Certainly has no Equal.

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.

Call and see it operate—and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work

Office and Salesrooms,

No. 1318 CHESNUT ST.,

4 28 thstu3mrp PHILADELPHIA.

THE

WHEELER & WILSON

SEWING MACHINE,

For Sale on Easy Terms.

NO. 914 CHESNUT STREET,

4 mwsf PHILADELPHIA.

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company,

OF PHILADELPHIA.

IN THEIR

New Marble Fire-proof Building,

Nos. 329-331 CHESNUT Street.

Capital subscribed, $1,000,000; paid, $550,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent, payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

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N. B. Browne, Alexander Henry,
Clarence H. Clark, Stephen A. Caldwell,
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Charles Macalester, Henry C. Gibson,
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TO RENT.

TO RENT—TEMPORARILY, FROM NOW until January 1, 1871,

THE FIRST-CLASS STORE,

NO. 34 S. SECOND STREET.

Inquire of W. T. SNODGRASS & CO.,
7 21 6t N. W. Cor. NINTH AND MARKET Sts.

TO LET—THE STORE PROPERTY NO. 723 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 151, between Front and Second, with all the modern improvements.

Apply to AARON HURLEY,
6 15 No. 269 S. SEVENTH Street.

TO LET—HANDSOME DOUBLE HOUSE, No. 3909 Spruce street, West Philadelphia. All the latest conveniences. Fine large yard, with shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 25 4t

ART EXHIBITION.

C. F. HASELTINE'S GALLERIES,

No. 1125 CHESNUT STREET.

LOOKING-GLASSES,
PICTURE FRAMES,
ENGRAVINGS,
AUTOTYPES,
SWISS PANORAMAS,
CHROMOS,
PHOTOGRAPHS,
ARTISTS' MATERIALS,
11 10rp ETC. ETC.

THE FINE ARTS.

NEW VIEWS IN THE PARK

Purviance's Stereoscopic Views in the Park, 25 cents each, $2 50 per dozen.

New Chromo, portrait of Dickens, *the last likeness* for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address.

NEW CHROMOS, after Birket Foster.

NEW ENGRAVINGS.

LOOKING-GLASSES still at reduced prices.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET,

PHILADELPHIA.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 27, 1870.

Musical Trampers.

The wandering musicians of this city can scarcely be called an outcrop of the hot weather, but they abound in such profusion as to seem to owe their growth to no other reason. When the pavement bakes into brittle flakes the mud splashed upon it, and causes the accidental drop of water to hiss and sputter like a kettle boiling over, musical trampers abound and bask and devote themselves to their beautiful art. With such a sun beating down upon them, no wonder their strains are melting. If it were true—as some one says it is—that Gothic architecture is music frozen, I should not expect to see an Episcopal church spire remaining in New York. But the vagrant musician is a phenomenon who defies the most strategic combinations of the thermometer, and, under an aggravating semblance of coolness, blows his instrument and eats his bread in the sweat, not of his own, but of everybody else's face. From morning until midnight he haunts the neighborhood of business offices and private residences, tortures you, while perpetually requesting you not to "bodder" him, with his melodious adjuration of a familiar household insect inseparably blent, in common parlance, with the prefix "shoo;" and, while you are eating the most important meal of the day, informs you, in a musical refrain, of the remarkable diet upon which Captain Jinks, that veterinarian of the marines, put his horses. It is a great pity that the evil of street musicians, since it cannot be suppressed, is not regulated by law, as an evil of a somewhat more vicious type is in St. Louis. It is exasperating to know that a strict excise law prevents hard drinkers making beasts of themselves after midnight and on Sundays, while no similar regulation hinders hard workers from becoming victims to curbstone organ-grinders, hideous tamborine girls, and reeking performers on the harp and cornet-a-piston. When, commencing on your soup or fish, a cap smelling of the gutter is stretched toward you from the basement window, and the shadow of a muddy-faced Italian boy in tatters is thrown across the table-cloth, you find yourself doubting the existence of a perfectly wise and good Superintendent of Police, and emptying your pockets of their change, you thrust it upon the suppliant, and ejaculate, with a voice husky with emotion, and a face red with half-swallowed soup, "Go! and ne'er approach me with that strain again!"

I have studied these street musicians, and I believe them to be thoroughly unprincipled. I have watched them pounce upon pavements when the thick layers of tan proclaimed the fact that invalids in the second-story front needed only a touch or two of "Up in a Balloon" (executed with variations upon the hand-organ) to be sent down among the dead men. Sometimes street musicians, especially when several travel together, and one of them performs upon the piccolo or some other pleasant ear-piercing instrument, have a neat taste for the satirical, and I have heard a band of this nature play "Rock me to Sleep, Mother," just one hour after midnight. If you can imagine Mrs. Winslow's Soothing Syrup being set to music and sung as a lullaby to a baby with the colic, you can form some faint idea of the effect of that lyric upon the neighborhood.

Amusements.

Much of what purports to be fact in regard to autumn amusements is merely conjecture. The little that may reasonably be relied upon may be found in the following items:—Nilsson gives her first concert in America at Steinway Hall on the evening of Monday, Sept. 19, seven weeks from next Monday. Her agents "take their oath" that the six-column biography which appeared last Sunday in one of the New York papers was Mr. Bennett's gratuitous tribute to her genius, although it was worth $5000 to them. Madame Marie Seebach, the German tragedienne, will make her first appearance in America at the French Theatre on the evening of Monday, Sept. 12. Her support will consist of Mad'lle Veneta, Mad'lle Antonie Bessinger, Mad'lle Marguerite von Ziegler, Mad'lle Elvira Bardenheur, Herr Heinrich Jautsch, Herr Hermann Harry, Herr Hugo Edward, and Herr Ludovic Geiger. The first piece presented will probably be *Faust*, in order to allow Madame Seebach to appear as "Marguerite," in which she is said to be astonishingly great. Mr. Jefferson is to play "Rip Van Winkle" for an indefinite number of months at Booth's, Saturday night, however, being set apart for *The Lady of the Lake*. The Olympic will open in a few weeks with Mr. Fox in a new pantomime. Wallack's will probably present *School* during the first week of the new season, and "stick to the legitimate" during the greater part of the term. Niblo's is in the hands of cunning workmen who gild and fresco, and when it opens its doors will base its attractions upon a play by Bret Harte, the California originality. It is rumored that Mr. Daly, as lessee of the Fifth Avenue Theatre, intends to galvanize Moliere, in a style similar to that in which he unwound the winding sheets of oblivion from *The Good-Natured Man*. Janauschek intends to appear in English, though when is more than I can say; and it is pretty well understood that Madame Lanner, the magnificent pantomimist and dancer, will dance at the Grand Opera House until the beginning of autumn, when an *opera bouffe* company will arrive. It is thought that Nilsson will be the fashion and sensation of the winter, and that the entire season will be unusually brilliant.

The Case of John Real.

John Real, who is sentenced to be hanged on the 5th of August for killing Officer Smedick, has made one last desperate struggle for life. Under the advice of his counsel, ex-Judge Stuart, he has published what purports to be a detailed and truthful account of the circumstances under which the fatal pistol was fired. He declares in the most solemn manner that he was persecuted for months by Smedick in the most violent and merciless manner; that Smedick, under show of arresting him for drunkenness, beat him and clubbed him, over and over again, until he was one big bruise; that that officer, by representing him as a thief, caused him to lose several situations that were necessary to his livelihood. Real further declares that the pistol with which he shot the officer, so far from having been purchased for that purpose, was bought at the recommendation of a friend as a means of protecting a whisky still on board a barge; that the shooting was unpremeditated and was the impulsive result of an outrageous, unprovoked assault of Smedick upon him; and that the second shot, which was the fatal one, was discharged unconsciously in the excitement of the moment. In view of these circumstances, to the truth of which he calls upon God to bear witness, he prays that sentence of death may be changed into that of imprisonment for life. It is evident that he clings to life with desperate tenacity. Whatever the truth may be, the general reader cannot read this appeal without feeling that the unhappy man has expressed in it the fears and hopes of his whole being. With the rope round his neck the doomed one feels the wings of hope beating against his bosom, and thinks he sees a ray of light flickering around the scaffold whose shadow falls across the grating of his cell.

ALI BABA.

CITY ITEMS.

ALPACA SACKS,
Drap d'Ete Sacks,
Linen Dusters,
White Duck Pants,
Fancy Linen Pants,
White Duck Pants,
White Marseilles Pants,
All kinds of Summer Clothing sold at prices
GUARANTEED LOWER THAN ELSEWHERE.
Half-way Between Fifth and Sixth Sts. BENNETT & CO., TOWER HALL, No. 518 MARKET STREET.

AS MANY OF THE COMPLAINTS OF CHILDREN originate from the irritation and the derangements caused by worms, a remedy that will effectually rid the system of these pests is well calculated to be of great benefit, and to be frequently required in every family. Dr. D. Jayne's Tonic Vermifuge is such a preparation, not only certain to destroy worms, but most excellent for the purposes of a General Tonic, strengthening the stomach and digestion, and dissipating any febrile tendency in the system. In Dyspepsia, young and old will find it equally effective, and, altogether, no remedy of more general application could be kept in the household. Sold everywhere. Small size, 37 cents; double size, 50 cents per bottle.

A NEW ADVERTISING DODGE.—Every time a lady who uses fragrant SOZODONT opens her mouth she advertises the article. The state of her teeth is a certificate of its excellence. No spot darkens their surface, no impurity clings to them, the cushions in which they are set are rosy, and the breath that swells through them is sweet as the breeze of June.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

PHELAN'S LATEST IMPROVED COMBINATION CUSHIONS are applied to the billiard-tables in the AMERICAN HOUSE, BOSTON. The Messrs. Rice have one of the largest and best houses in the country.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments. O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made by A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

"SPALDING'S GLUE," useful in every house.

MARRIED.

KERNS—DOWNING.—July 23, by Alderman Boswell, WILSON B. KERNS to Miss SALLIE A. DOWNING.

LYNCH—CARBERRY.—On Thursday evening, the 21st instant, at St. Joseph's Church, by the Rev. P. A. Jordan, S. J., Mr. THOMAS J. LYNCH to Miss LIZZIE CARBERRY, all of this city.

DIED.

BUNTING.—On the 27th instant, NATHAN MYERS, son of Samuel and Susan L. Bunting, in the 2d year of his age.

CANNON.—On the 25th instant, ALICE, wife of Patrick Cannon, aged 45 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 242 Currant alley, on Thursday morning, 28th instant, at 8½ o'clock.

ELIAS.—On Monday, the 25th instant, after a short illness, MARGARET, wife of Henry Elias, in the 55th year of her age.

Her relatives and those of the family are respectfully invited to attend the funeral, from her late residence, No. 147 N. Fifteenth street, on Thursday afternoon at 4 o'clock.

JAGODE.—Suddenly, on the 25th instant, ANDREW JAGODE, in the 60th year of his age. Born in Festenberg, Prussia.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his son, No. 423 York avenue, on Thursday, the 28th instant, at 9 o'clock A. M. Interment at Glenwood Cemetery.

KAY.—On the 26th instant, ALICE, daughter of George C. and Elizabeth H. Kay, aged 7 months.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her parents, near Haddonfield, on Thursday afternoon at 3 o'clock.

MAGEOCH.—Suddenly, on the 26th instant, CLARENCE EDGAR, youngest child of James B. and Georgiana H. Mageoch.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 123 S. Thirty-sixth street, on Friday morning at 10 o'clock. Interment at the Woodlands Cemetery.

MORRIS.—On the 25th instant, MARY, wife of Bernard Morris, in the 50th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 2210 Montrose street, on Thursday morning at 8½ o'clock.

READS.—On the 25th instant, AMBROSE W. READS, aged 53 years.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 160 Richmond street, on Friday afternoon at 1 o'clock. Interment at Mount Peace.

ZEBLEY.—On the 26th instant, after a lingering illness, MRS. MARY ZEBLEY, in the 77th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 536 Garden street, on Friday morning, the 29th instant, at 8½ o'clock.

CLOTHING.

JONES'
ONE-PRICE
CLOTHING HOUSE,
No. 604 MARKET Street.

OUR GARMENTS ARE WELL MADE.
OUR CUTTERS ARE MEN OF TALENT
BUT ONE PRICE IS ASKED.
SATISFACTION GUARANTEED EVERY PUR CHASER.

4 11 mwfsptf GEO. W. NIEMANN.

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp
Phætons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES

MEDICAL.

RHEUMATISM AND NEURALGIA

Rheumatism Specially Treated Thirty-seven Years.

Chronic Rheumatism, $1000 paid.

Inflammatory Rheumatism, $2000 paid.

Neuralgia in the Head, $3000 paid.

Articular Rheumatism, $4000 paid.

Rheumatism in Kidneys, $5000 paid.

The above amounts will be paid to any person producing any medicine, Internal, External, Vegetable or Mineral, that can bring forward as many living, genuine, permanent cures as DR. FITLER'S VEGETABLE RHEUMATIC REMEDY, the prescription of one of Philadelphia's oldest regular physicians and professors. It is positively the only standard specific before the public, being composed of pure and harmless vegetable ingredients solely, containing no minerals, poisonous vegetables, or injurious drugs. It is warranted, under oath, to have permanently cured ninety-five in every hundred cases treated in the past four years, a result unparalleled in the annals of medicine. To protect sufferers against imposition, deception, quacks, and injurious nostrums prepared by unskilful, uneducated, and unscientific hands, a printed legal form of guarantee, containing name of patient and exact stated quantity to cure, properly signed and sealed, will be given to every patient desiring it, without extra charge, and in case of failure to cure the money refunded. All sufferers should examine the plan of guarantee, which insures a positive cure, or costs nothing for the trial. The safety of this offer, made by Dr. Fitler, is insured to him only by the merit and infallible curative power of this remedy. Names and references of incurable cases, where the money paid has been refunded in full, given at Dr. Fitler's office, where the diploma of Dr. Fitler, received from the University of Pennsylvania A. D. 1833, is subject to public inspection, with the diploma from the Medical Institute, 1833, and the additional vouchers of his professional skill as a Physician and Professor of Chemistry, together with letters and testimonials of leading physicians, clergymen, judges, senators, bankers, merchants, etc. etc.

Dr. Fitler's Vegetable Rheumatic Remedy cured H. A. Dreer, No. 714 Chesnut street; also Hon. Judge Lee, of Camden, with 17,000 others.

Dr. Fitler's Vegetable Rheumatic Remedy cured David G. Walton, M. D., Seventh street, below Race. He recommends the remedy highly.

Dr. Fitler's Vegetable Rheumatic Remedy cured the Rev. John Stockton, Camden, N. J.; a very severe case. Dr. Fitler's Office, No. 29 S. Fourth street.

Dr. Fitler's Vegetable Rheumatic Remedy cured Mrs. C. Boyd, No. 1646 S. Fifth; also Mrs. Simmons, No. 837 Dillwyn street. Never failed.

Dr. Fitler's Vegetable Rheumatic Remedy cured Hon. William B. Elliott, No. 804 N. Seventh. Endorses and recommends it. Prepared No. 29 S. Fourth street.

Dr. Fitler's Vegetable Rheumatic Remedy cured Hon. Alderman Comly, Twenty-third ward, Frankford. It is the only specific ever discovered.

Dr. Fitler's Vegetable Rheumatic Remedy cured Mrs Lentz, No. 136 S. Eighth street; also Mrs. Richardson, No. 1338 S. Fourth street.

Dr. Fitler's Vegetable Rheumatic Remedy cured of Rheumatism the wife of Rev. Mr. Baggs, Falls of Schuylkill—a severe case.

Dr. Fitler's Vegetable Rheumatic Remedy cured A. J. Colton, No. 1109 N. Third. A chronic case; tried everything without benefit.

Dr. Fitler's Vegetable Rheumatic Remedy cured A. E. Milton, M. D., a celebrated Baltimore physician, considered a hopeless case.

Dr. Fitler's Vegetable Rheumatic Remedy cured Theodore Davisson, who resides No. 136 N. Eighth street; also Samuel Cohen, No. 240 N. Eighth.

Dr. Fitler's Vegetable Rheumatic Remedy cured the wife of Rev. Mr. Davis, Hightstown, N. J. A wonderful, unexpected cure.

DR. FITLER'S VEGETABLE RHEUMATIC REMEDY
is warranted, under solemn oath, to have permanently cured ninety-five cases in every hundred treated.

ANOTHER CURE BY WRITTEN GUARANTEE.
Mr. Shock, No. 1024 Columbia avenue, cured of Rheumatism by Dr. Fitler's remedy. No cure, no pay.

A NEW CURE AND A GREAT CURE.
William Weyland, No. 1433 Brinton street, Seventeenth ward, cured of Rheumatism by Dr. Fitler's remedy.

A CURE.—FACTS ARE STUBBORN THINGS.
James Hinas, Forty-first and Market streets, W. P., cured of Rheumatism by Dr. Fitler's remedy.

A GREAT CURE.—GO AND CONSULT HER.
Mrs. E. C. Barton, corner Clinton and Henry streets, Camden, of Rheumatism, by Dr. Fitler's remedy.

A GREAT CURE OF RHEUMATISM.
John Weckerly, No. 1110 Buttonwood street, cured by Dr. Fitler's Rheumatic Remedy. No cure, no pay.

NEURALGIA.
A remarkable cure. S. Griffith, No. 700 Kessler street, a very severe chronic case, cured by Dr. Fitler's Remedy, No. 29 S. Fourth street.

STUBBORN FACTS—RHEUMATISM CURES.
Griffin Saively, No. 229 George street, Sixteenth ward, cured by Dr. Fitler's Remedy.

RHEUMATISM.
GEORGE ELLIOTT cured, Frankford; considers it a wonderful remedy.

RHEUMATISM.
Mrs. BACON cured, No. 928 MARKET Street, Camden, by Dr. FITLER, No. 29 S. FOURTH Street.

RHEUMATISM.
Mr. SHOCK cured, No. 1024 COLUMBIA Avenue, by written guarantee

RHEUMATISM.
S. C. ZIMMERMAN cured, No. 1748 MARSHALL, by Dr. FITLER'S Remedy.

Dr. Fitler's Rheumatic Remedy has the following advantages:—

First—It is purely vegetable, and warranted not to contain mercury, colchicum, minerals, metals, or anything injurious to the system.

Second—It is prepared from the original prescription of Doctor Joseph P. Fitler, a graduate of the University of Pennsylvania, and now one of our oldest practising physicians.

Third—He has made these diseases his specialty, and spent a lifetime in preparing our infallible remedy.

Fourth—A limited stated quantity is warranted in every case, and if it fails to cure the money is refunded.

Medical advice to Rheumatic sufferers given daily, from 11 until 4, without charge. No other disease prescribed for. Advice sent by mail without charge. Depot and Office No. 29 S. FOURTH Street.

RHEUMATISM AND NEURALGIA.

Sufferers from these painful complaints have only themselves to blame if they permit their frames to be tortured, when a sovereign cure like Dr. Fitler's wonderful Rheumatic Remedy is within such easy reach of even the humblest in the land. As to its curative properties in rheumatism, gout, and neuralgia, no one, who is not wilfully blind, can entertain the shadow of a doubt. Thousands of the worst cases known to the medical faculty have been cured by it, and hundreds of the certificates given in its favor are from judges, lawyers, physicians, merchants, tradesmen, etc., in our very midst, who are living evidences of its miraculous power. It is sold everywhere, and rheumatic and neuralgic sufferers owe it to themselves to make a trial of its virtues. w1

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a

First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.
Eight Per Cent. Per Annum in Gold.
A PERFECTLY SAFE INVESTMENT.
First Mortgage Bonds
OF THE ISSUE OF
$1,500,000,
BY THE
ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the

Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.
W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE
Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,
Coupons payable by the Chesnut and Walnut Streets Railway Company.
These Bonds will be sold at a price which will make them a very desirable investment.
P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
9 8 PHILADELPHIA

FINANCIAL

Wilmington and Reading RAILROAD
Seven Per Cent. Bonds.
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coal Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE
Per Cent. First Mortgage Gold Loan,
Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at

NINETY (90)

And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to

C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.

INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.

Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 19 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN,
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 9 6

FIFTH EDITION

THE LATEST NEWS.

BASE BALL.

The Great Red Stocking-Athletic Game at Cincinnati.

CINCINNATI, July 27.—The game between the Red Stockings and Athletics was commenced at 3 o'clock this afternoon amid the greatest excitement ever known on a base-ball field in this city. The Red Stockings went first to the bat. The result so far is as follows:—

	INNINGS. 1	2	3
Red Stockings	0	0	0
Athletics	0	0	0

FROM NEW YORK.

The Dauntless Arrived.

NEW YORK, July 27—3·15 P. M.—One of the yachts was reported off the Sandy Hook Light ship at 2·55 P. M., too far away to see certainly, but as she carries a blue flag, she is believed to be the Dauntless.

The Cambria Wins.

It turns out the Cambria has won the race.

Later.

NEW YORK, July 27—4 P. M.—The Cambria has just arrived at Sandy Hook.

The Dauntless is reported in sight off the Highlands.

FINANCIAL.

UNION PACIFIC RAILROAD CO.
Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is
$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·08, being an average price of $4·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

SEVEN PER CENT. BONDS
At 75, Interest Regularly Paid.

WE OFFER FOR SALE
$60,000 SOUTH MOUNTAIN
IRON AND RAILROAD CO.
SEVEN PER CENT. BONDS,
At 75 and Accrued Interest,
SECURED BY 17 MILES OF RAILROAD,

Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumberland Valley, Pa.

B. K. JAMISON & CO.,
N. W. Cor. THIRD and CHESNUT Streets,
7 27 tf Philadelphia, Pa.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 25 PHILADELPHIA.

THE
Lehigh Valley Railroad Company
Will, until August 1 next, pay off at
Par and Accrued interest,
Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.
L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & CO., New York. | DREXEL, HARJES & CO., Paris. 13

LITERATURE.

REVIEW OF NEW BOOKS.

—Porter & Coates send us the following recent publications of D. Appleton & Co.:—The sixth and seventh volumes of Appleton's cheap and elegant library edition of Grace Aguilar's writings contain "The Days of Bruce," the last and in many respects the most mature and artistic work of the gifted authoress. In this as in other of her historical studies Miss Aguilar shows the rare faculty of throwing herself into the very heart of her subject, and her romantic imagination has added something to the romance of a most picturesque period of history. The studies of female character in "The Days of Bruce," as in all of Miss Aguilar's works, are of the highest order of excellence, and such refined analysis as is shown in her portraits of "Isabella of Buchan," "Isoline," and "Agnes" are sufficient to stamp her as a literary artist of rare endowments.

Julia Kavanagh, like Grace Aguilar, is a novelist who has held her own with readers of refined taste in spite of the Miss Braddons, the "Ouidas," and all the other female apostles of sensationalism who have gained the public ear since she achieved fame. "Sylvia," which is issued as one of "Appleton's Library of Choice Novels," is a story that those who are familiar with the merits of "Daisy Burns," "Grace Lee," "Nathalie," "Rachel Gray," and other of Miss Kavanagh's writings, will be certain to secure for mental entertainment at the seaside, among the mountains, or wherever weary humanity may flee for rest or recreation during the heated term. To those who are not acquainted with this writer's singular merits, we recommend this charming story as one of the most attractive among the multitude of works of fiction that are being issued from the press almost daily.

"Miriam Alroy" and "The Fall of Iskander," which are published in one volume by Messrs. Appleton, are a couple of Mr. Disraeli's early stories, and are in his most extravagant vein. These performances would long since have been forgotten if Mr. Disraeli had not achieved a reputation as a politician, and if read at all at this day, they will be read, like "Lothair," out of curiosity, and not because of any remarkable merit in themselves. Mr. Disraeli was a long time in living down the peculiar literary reputation that he gained by his early attempts in the field of fiction, and he probably feels himself strong enough now to defy criticism, or else he would not have taken measures to again attract public attention to them. The novels of Mr. Disraeli are not to be commended as works of art, certainly, but they are not without interest as literary curiosities, and as proofs that the writing of indifferent fiction does not incapacitate a man from becoming a very respectable statesman.

—"Married in Haste" is a new novel by Mrs. Ann S. Stephens which has just been issued by T. B. Peterson & Brothers. Mrs. Stephens is a graphic writer, and her stories may always be relied upon to contain an interesting plot and well-sketched characters. As a popular story-writer she has a deservedly high reputation, and we predict for "Married in Haste" a cordial reception from the large circle of her admirers.

—"Forgiven at Last," by Jeannette R. Hadermann, published by J. B. Lippincott & Co., is, we imagine, a first effort at novel-writing. There are abundant crudities that show the unpractised hand, but the story is one of real interest. The plot is carried out in a satisfactory manner, and some of the characters are delineated with much ability. The defects of the story appear to be those of inexperience, and it shows sufficient ability to lead us to expect something of a higher quality from the same pen in the future.

—"Lean Nora," published by Peter E. Abel, is a burlesque translation, by Henry C. Lukens, of Burger's ballad of "Leonore." In his preface Mr. Lukens states that his object in publishing this translation is to direct the attention "of savans and scholars to the exhaustive research and literary merit" of a "variorum Leonore," by his brother, Charles J. Lukens, which will contain all the different versions of the ballad and a commentary thereupon. We noticed some time ago specimens of Mr. Charles J. Lukens' translations from Burger, and found them to possess unusual merit, and as among literary men especially Burger's "Leonore" is held in high estimation, a "variorum" edition such as is proposed will probably receive a fair amount of attention. We do not, however, see the necessity for the travesty now before us, which impresses us as a weak imitation of "Hans Breitmann." Mr. Lukens has succeeded in imitating the movement of his original, but as his parody is not very funny, we cannot hold out hopes that it will achieve a marked success with the reading public. As a specimen of book-making the volume is entitled to the highest praise: the paper is creamy, the printing is elegant—a rivulet of type meandering through a meadow of margin—and the binding is tasteful, all of which, however, seems like a sad waste of good materials.

—Monthly number 37 of "Zell's Popular Encyclopedia" brings the work down to the title "Malpighiaceæ." This encyclopedia is rapidly approaching completion, and we again recommend those of our readers who desire to secure a really valuable work of reference at a small cost to subscribe at once. No other work of the kind published will furnish the same amount of information at anything like the same price.

—John Campbell, No. 740 Sansom street, sends us Nos. 5 and 6 of Vincent's "History of Delaware." This interesting and valuable historical monograph has reached the point when the English and the Dutch and Swedes were contending for the supremacy on the Delaware. Mr. Vincent's work displays much patient research and much literary ability. It will be an important contribution to our historical literature.

—Porter & Coates send us the sixteenth monthly part of *Appleton's Journal*, containing the weekly numbers for July.

—From Morris Frank, No. 619 Walnut street, we have received the August number of *The Technologist*, which contains a great variety of interesting articles on engineering, manufacturing, and building subjects.

—From T. R. Callender, northwest corner of Third and Walnut streets, we have received the latest number of *The Graphic*, which, among other attractions, contains an admirable description of the Oberammergau passion play, with an illustration representing the theatre and portraits of the actors who personate "Christ" and "Judas."

Mr. Callender also sends us "Man and Wife," by Wilkie Collins. This is conceded to be one of the author's very best performances, and, independently of its admirable exposition of the evils attending the British marriage system, it is entitled to the regards of novel-readers as an intensely interesting romance.

THE AUGUST MAGAZINES.

"PUTNAM'S."

The contents of the August number of *Putnam's Magazine* are as follows:—

"Love in Fiji—My Early Life Among the Cannibals," II, edited by T. M. Coan, M. D.; "A Summer Song," Ada W. Adams; "Yachting," Sidney Hyde; "James Russell Lowell" (a sonnet), John H. Euwer; "The Life Magnet," A. Augustus Adee; "Can an Inebriate Conquer Himself?" F. H. Norton; "Our Earliest Annalist," Prof. G. W. Green; "Music in Nature," Professor Schele de Vere; "A Woman's Right: VIII. Paul's Wooing—Mrs. Mallane's Strategy," Mrs. M. C. Ames; "Now I Lay Me Down to Sleep," Mrs. F. Barrow; "An Arctic Aurora, and Other Matters in Siberia," George Kennan; "Madame La Fayette and her Mother," Miss S. F. Cooper; "The Constitutional Crisis in England," Professor Goldwin Smith; "Brevities: Making Ice by Steam," James Finn; "Editorial Notes;" "Literature at Home;" "Literature, Art, and Science Abroad."

From Professor Schele de Vere's paper on "Music in Nature" we take the following reference to the power of music:—

The ancients comprehended under the term of music the harmonious order of all things, and hence included, besides the music of our day, dancing, poetry, and even the sciences. The great philosophers of Greece, hence, saw music in the whole system of the universe, and bequeathed thus to posterity the mystic views of a harmony of the spheres and the music of the Cosmos, which was long the favorite theme of mediæval writers, revived through the agency of Swedenborg, and will probably long survive, in spite of our better knowledge of the true nature of celestial bodies. Although music is exclusively man's prerogative—the songs of angels cannot be of the same nature, though miracles may make them audible to human ears—Nature was here also his first teacher. The singing of birds and the thousand sounds of lifeless nature led, no doubt, at an early period, to efforts at imitation. Diodorus repeats the popular legend which ascribes the invention of flutes to the ingenuity of a shepherd, who had listened with delight to the whispering of the wind in the reeds of a lake. String instruments followed probably soon, and may, plausibly enough, have begun with the hollow shell of a tortoise, over which, accidentally, a string was stretched tightly. The Bible tells us, in like manner, of Jubal, the jubilant, the musician, "the father of all such as handle the harp and the organ," who was descended from Cain through his parents Lamech and Adah—a fact which has led many a stern Puritan and dreamy fanatic to attribute all manner of evil effects to the cultivation of arts, and especially of music.

The origin of music is thus naturally lost in the dark night of man's earliest history; but the effects it has ever produced on his mind have also been noticed from time immemorial. Unlike modern writers, who see in music the only one, pure art, which cannot, by any ingenuity and craft of men, be employed for vile or mean purposes, Plato fancied that certain notes called forth pride and low passions, while others stimulated the nobler affections. He went so far in his apprehensions on this score, that he feared a reform in music might lead to a revolution in the State, unconscious of the dangers with which, if his fears were well founded, the author of the "music of the future" would have threatened Europe. The Greeks, at all events, gave a practical form to their views on the subject, for all their laws and regulations, as well as their legends and traditions, were carefully put in verse and set to music, so that they could be publicly recited by the agency of numerous choirs, with instrumental accompaniment. The chosen people observed the same custom, mainly for the purpose of thus making abstract dogmas attractive, and impressing them, at the same time, more forcibly on the minds of the hearers. It is questionable whether the same happy effect may be expected from the recent attempt, by one of our native artists, to arrange the Constitution of the United States in the form of a symphony.

The fundamental idea of the ancients in regard to the power of music was this: that the human soul had been created in perfect harmony; that this harmony was more or less destroyed by its contact with earthly life, and that music alone had the divine power to restore its pristine purity and perfection. Modern theories, on the contrary, look upon music as the language of angels and sinless beings, with whom man dwelt before he was sent into this wicked world, and teach that a few strains and faint echoes still linger in his mind, which he tries to utter by means of the beautiful art. All nations, however, agree upon the almost magic power indwelling in music. Now it enables Orpheus to tame the wild beasts of the forest and to induce rocks and mighty trees to join in merry dance, and now it enables Amphion to build the walls of Thebes, the stones following willingly the impulse given by the sounds of his lyre. In one age music thus builds cities; in another it casts down the walls of Jericho. In distant Finland the god Wainamonen strikes his cithern, and the waves of the sea grow calm, the trees wave their branches in time with his strains, the bears remain motionless in the forests, and at last the god himself is so deeply moved that he sheds a torrent of tears, which instantly change into pearls. India is full of extravagant myths connected with the power of music, not over men only, but over the gods themselves, and speaks of a famous singer, whose charms were so potent, that once, when he recited a song dedicated to Night, the sun hid itself, and deep darkness spread around him as far as his voice reached.

At other times music inflames or soothes the passions of men. David's harp calmed the storm in Saul's fierce heart, and the great tenor, Farinelli, conquered the tempests in the bosom of King Philip V of Spain. A famous musician could rouse Alexander the Great to madness by the mere style of his performance, and calm him again by returning to the manner of the Lydians; and Terpander quelled a rebellion in Sparta promptly by singing some verses, accompanied by his cithern. A German author, who quotes this anecdote, naively suggests that the police of his native land had perhaps better be armed with flutes and guitars hereafter, instead of their massive and dangerous clubs.

The ancient poem of the Gudrun, one of the noblest songs ever sung by men of our race, praises the power of an old sea-king, Haraud, whose voice had such magic power that, when he sang, the wild beasts in the woods came forth, and the birds in the trees ceased their carols, in order to listen. One of the Provencal troubadours made good use of the mysterious power inherent in music. He was travelling through a dark forest, when suddenly a band of robbers rushed forth, dragged him from his horse, took his money, stripped him of his clothing, and at last proposed to murder him in cold blood. Then Peter of Chateauneuf begged them at least to let him sing one more favorite song before he must die. The robbers consented, and he sang, accompanying himself with the cithern, a song which he improvised on the spot; it touched them so deeply that they gave him his life, returned him his property, and dismissed him with great admiration and reverence.

More familiar is the story of the rat-catcher, who, in the year 460, appeared in Hameln, in Saxony, and offered, for a slight compensation, to rid the town of the countless rats with which it was infested. The inhabitants willingly agreed to his terms. The stranger then drew a flute from his bag, and played upon his uncouth instrument a quaint melody; immediately the rats came out from all the houses and barns, and rushed into a river near by, where they were drowned. When he had made an end of them all he demanded his pay, but the avaricious and dishonest citizens refused to pay him more than a very small sum. He made no reply, but on the next day he came, drew another uncouth fife from his bag, and began to play. Immediately all the children in town between four and twelve years came forth from their houses and followed him through the streets, out of town, to the foot of a mountain, and there the fifer and his followers disappeared forever. The parents wept and waited, but all was in vain.

But we need not go back to the days of antiquity, or ancient legends, to find examples of the magic power of music. Everybody has heard of the Ranz des Vaches, which makes the children of Switzerland homesick unto death when they hear it in foreign lands, and led so many of the old Swiss Guard of the Bourbons in France to commit suicide, that at last the playing of the air by military bands had to be strictly prohibited. Nor must we forget the importance which all great generals attach to the effect of good music on their men, so that even the present ruler of France has been compelled to reinstate the regimental bands which, in a moment of economical zeal, had been partly abolished. Few men are insensible to the influence of quick, lively music; it drives the blood faster through the veins, and rouses the most sluggish heart. Shakespeare called even the drum the great maker of courage, and history has more than is flattering to our race to tell of the blood shed by men acting under the impulse given by the Marseillaise. Nevertheless, not all men are equally susceptible to the charms of music; but, where it is not, as often must be the case, purely the fault of the ear, it draws upon the unlucky man in popular estimation, at least, the well-known stigma that

The man that hath no music in himself,
Nor is not moved with concord of sweet sounds,
Is fit for treasons, stratagems, and spoils.

St. Augustine, from whom more Christian charity might have been expected, accounts such insensible persons accursed; but the example of great and otherwise richly-endowed men has taught us to seek the explanation rather in some organic defect. It is even a question, whether too great susceptibility is not, perhaps, the more serious misfortune. Some persons cannot hear certain notes, or, at least, certain melodies, without being moved to tears; and even the health of others has been affected by one or the other instrument. Rousseau speaks of a lady who never heard music without having hysterics, and a well-known composer was cured of a dangerous fever by being forced to play some of his own compositions. The physicians of insane asylums are fully familiar with the effects of music on their unfortunate patients, and employ it largely in their efforts to calm the more excitable sufferers. In the Middle Ages a number of diseases were considerad curable by music, including stupidity. Occasionally this opinion rested upon mere superstition, as when Batisto Porta seriously states that a flute of hellebore cured dropsy, and one of poplar wood was good for rheumatism; but when we are told that St. Vitus' dance can be cured, perhaps homœopathically, by dancing-music, there is at least a grain of truth in the popular fancy. The air prescribed in such cases is generally the Tarantella—a name derived from the poisonous spider, whose bite was in olden times believed to be the cause of the terrible disease. When the latter was epidemic in Italy, bands of musicians would wander up and down the peninsula, offering their services to the afflicted; now both the disease and the method of curing it have nearly fallen into oblivion.

The influence which music has on us is mainly exercised through the nervous system; hence children, with their delicate, excitable nerves, are more easily impressed by it, lulled to sleep by a simple lullaby, or frightened to death by a sudden cry. Montaigne's father appreciated this so fully, that he ordered his son to be awakened in the morning by pleasing music, hoping thus to prepare his mind for the day's work with cheerfulness and clearness. But grown men are not less open to the happy influences of music; a hearty song, a rhythmic beating of the drum, or a clear clanging of trumpets, are great helps on a long, weary march, as even keeping step relieves the fatigue considerably. Workmen hoisting heavy weights, and sailors raising the anchor, sing to ease their task; and the negro, in the cornfield or the sugar-mill, is never happy unless he can shout his favorite melodies.

—*The American Exchange and Review* has an interesting variety of articles on scientific, artistic, industrial, and commercial subjects.

—*The Little Corporal* for August is filled with interesting reading matter for the young folks.

—The August number of *The Nursery*, with its pictures, short stories, and verses, will afford an unlimited amount of entertainment to the youngest readers.

PERSONAL.

NOTICE RELATING TO ARTIFICIAL LIMBS.

WAR DEPARTMENT,
SURGEON-GENERAL'S OFFICE,
WASHINGTON, July 15, 1870.

Congress having provided, by acts approved June 17, June 30, and July 11, 1870, for the reissue every five years of Artificial Limbs, or the value thereof in money, to officers, soldiers, seamen and marines who have lost limbs in the service of the United States, the following instructions are published for the benefit of those interested.

Applications should be made direct to the Surgeon-General, from whose office the necessary blanks will be furnished on request.

Upon applications for limbs in kind, orders will be given by the Surgeon-General, upon any manufacturer selected, who shall first have filed a bond in the sum of five thousand dollars, with two sureties, to furnish good and satisfactory limbs, without extra charge to the soldier, and make good all defects of material or workmanship without additional charge, subject in all cases to the inspection of such persons as the Surgeon-General may designate.

Blank forms of bonds will be furnished by this office.

Transportation to and from the place of fitting the limb will also be furnished upon a written request addressed to the Surgeon-General.

Applications for commutation will be certified by the Surgeon-General, and transmitted to the Commissioner of Pensions for payment, through the local pension agents.

As full instructions will be forwarded from this office with the blank form of application, the expense of employing an attorney or agent will be in no case necessary. J. K. BARNES,
7 23 4t Surgeon-General U. S. Army.

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

PATENTS.

PATENTS.

OFFICES FOR PROCURING

Patents in the United States and Foreign Countries,

FORREST BUILDINGS,

119 S. FOURTH St., Philada.,

AND MARBLE BUILDINGS,

SEVENTH Street, above F,

(Opposite U. S. Patent Office),

WASHINGTON, D. C.

H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.

Communications to be addressed to the Principal Offices Philadelphia. 10 mws

U. S. PATENT OFFICE, WASHINGTON, D. C., July 9, 1870.

On the petition of HARVEY B. INGHAM, of Camptown, Pa., praying for the extension of a Patent granted to him on the 28th day of October, 1856, for an improvement in Smut Machines, it is ordered that the testimony in the case be closed on the 27th day of September next, that the time for filing arguments and the Examiner's report be limited to the 7th day of October next, and that said petition be heard on the 12th day of October next.

Any person may oppose this extension.

SAMUEL S. FISHER,
7 13 w3t Commissioner of Patents.

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
6 24 tf MUNDY & HOFFMAN.

ROOFING.

PHILADELPHIA

Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,
2 17 No. 711 N. NINTH St., above Coates.

HAIR CURLERS.

THE HYPERION

HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,
5 23 6m No. 63 North FRONT Street, Philadelphia.
Sold at all Dry Goods, Trimming and Notion Stores.

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 3 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th days of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2¾ by 5¼ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3¾ by 6½ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3¾ by 5½ inches—one quality.
No. 5. Extra letter size, 3½ by 6¾ inches—three qualities.
No. 6. Extra letter size, 3½ by 6¾ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅝ inches—two qualities.
No. 8. Extra official size, 4¼ by 10¼ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9½ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such watermarks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed and kept in order at the expense of the contractor The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, glued on, each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes, to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, addressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts, and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:—

Note size	1,468,250
Letter size, first quality	60,467,500
Letter size, second quality	8,906,750
Letter size, second quality (ungummed)	3,618,000
Extra letter size, first quality	5,815,750
Extra letter size, second quality (ungummed)	454,000
Official size	569,900
Extra official size	3,100
Newspaper wrappers	4,936,250
Total	86,289,500

Within ten days after the contract has been awarded, the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions, and requirements set forth in this advertisement, according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds with good and sufficient sureties in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract, according to the provisions and subject to the liabilities of the seventeenth section of an act of Congress entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes," (United States Statutes at Large, vol. 5, page 256), approved August 26, 1842, which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated damages, to be sued for in the name of the United States in any court having jurisdiction thereof."

RESERVATIONS.

The Postmaster-General reserves to himself the following rights:—

1. To reject any and all bids, if, in his judgment, the interests of the Government require it.

2. To annul the contract whenever the same or any part thereof is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfill the conditions thereof than the original contractor.

3. To annul the contract, if, in his judgment, there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department Envelopes or Wrappers inferior to sample.

4. If the contractor to whom the first award may be made should fail to enter into agreement and give satisfactory bonds, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required agreement and bonds are executed; and such next lowest bidder shall be required to fulfil every stipulation embraced herein as if he were the original party to whom the contract was awarded.

BIDS

Should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Newspaper Wrappers," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

JOHN A. J. CRESWELL,
12 eod 13t Postmaster-General.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELLERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Ladies' and Gents' Watches,

AMERICAN AND IMPORTED,

Of the most celebrated makers.

FINE VEST CHAINS AND LEONTINES,

In 14 and 18-karat.

DIAMOND and other Jewelry of the latest designs. Engagement and Wedding Rings, in 18-karat and coin.

Solid Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 11 5 fmw§

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 24] Second floor, and late of No. 35 S. THIRD St.

CLOCKS.

TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN LOCKS

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

WILLIAM H. BAKER and THOMAS FARLEY, copartners, late trading as Baker & Farley, having petitioned for their discharge, a meeting of creditors will be held on the 29th day of July, 1870, at 3 o'clock P. M., before Register WILLIAM McMICHAEL, Esq., at No. 419 WALNUT Street, in the city of Philadelphia, that the examination of the bankrupts may be finished and any business of meeting required by sections 27 or 28 of the act of Congress transacted. The Register will certify whether the bankrupts have conformed to their duty.

A hearing will also be had on WEDNESDAY, the 10th day of August, 1870, before the Court at Philadelphia, at 10 o'clock A. M., when parties interested may show cause against the discharge.

Attested by the Clerk and Register, in the name of the Judge, under seal of the Court. 7 13 w3t

ESTATE OF WILLIAM J. ROBERTS, DECEASED.—Letters Testamentary upon the estate of WILLIAM J. ROBERTS, deceased, having been granted to the subscribers, all persons indebted to the same will make payment, and those having claims will present the same without delay, to

EDWIN ROBERTS,
No. 508 MARKET Street,
JOHN K. MURPHY,
GERMANTOWN,
} Executors,

Or to their Attorney, JOHN ROBERTS,
6 29 w6t* No. 128 S. SIXTH Street.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER,

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws

AT WHOLESALE AND RETAIL.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)

Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.

FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON,
President. JAMES HOEY,
6 27 mwf 6m General Manager.

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

THE FIERY ELEMENT.

DESTRUCTION OF THE PENNSYLVANIA SUGAR REFINERY LAST EVENING—LOSS NEARLY A MILLION OF DOLLARS—FIREMEN INJURED.

At a quarter before 7 o'clock last evening, a fire broke out in the engine-room of Newhall, Borie & Co.'s immense sugar refinery, at the corner of Crown and Race streets, and owing to the extensive stock of sugar and matter of an inflammable nature in the building, in about a quarter of an hour the entire structure was on fire, the flames shooting up to a great height of several hundred feet, while the dense smoke was slowly drifted away. As the shades of evening approached, the city for some distance was brilliantly illuminated, and every steeple and spire, for squares around, stood out in bold and beautiful relief.

The great height of the burning building, as well as its breadth and depth, soon convinced the firemen that all their efforts to save it from destruction would be futile, as the water thrown upon the melted and burning sugar only seemed to give greater fierceness to the flames. Therefore many of the streams of water were thrown upon the surrounding buildings subjected to the scorching and blistering heat, and by this means a large amount of property was undoubtedly saved, aided as the firemen were by the absence of all wind, no sparks or burning timber being carried far beyond the scene of conflagration. The boiler-room, in which the fire originated, was on the ground floor, fronting on Race street, and the fire, it is stated by a workman, was caused by the flames being forced out of the doors of the fire chamber by a sudden draft and communicating with a lot of shavings. The fire soon spread to the packing-room on the same floor, and, as before stated, darted throughout the entire structure with great rapidity, fed as the flames were by the stock of sugar, amounting to some two thousand hogsheads, stored on the first floor, both on the Race and Crown street portions.

The third and fourth floors were used for the storage of the moulds necessary in the manufacture of the refined sugar, and the fifth floor for purifying purposes. The building had a front of about 156 feet on Race street, 190 feet on Crown street, seven stories high and built of brick. Within a few years the building had been enlarged, and additional machinery, together with a Harrison boiler of 700 horse power, added, thereby nearly trebling the capacity of the refinery in its production. The sugar sent out from it fully reached the highest standard as regards quality, either in New York or this city. The fire continued to burn until a late hour, and the firemen were on the ground engaged in putting water upon the surrounding property.

The Mayor and Chief of Police were early on the ground, directing and assisting to keep the ground clear, so as to give the firemen full opportunity to work with efficiency.

The entire loss on building, stock, etc., is estimated at about $900,000, upon which, as far as could be ascertained, there is an insurance of $800,000, in all the principal companies in the country. The Fire Association loses $5000.

The dwelling-house No. 215 Crown street, adjoining the sugar refinery on the north, was occupied by Mrs. Campbell as a boarding-house. The building was totally destroyed by the falling of the heavy wall of the refinery. Loss not known. No. 217 Crown street, residence of Mr. Henry Fox, was badly damaged, chiefly by water.

The building at the northwest corner of Fourth and Race streets, adjoining the sugar house, was occupied on the first floor by Williams, Waterall & Co., United States Paint Works; second floor by Ig. Koehler, entrance No. 204 N Fourth street; third story, empty; fourth and fifth stories by Altemus & Co., photograph album manufactory and bookbinders, No. 206 N. Fourth street; Bamberger & Ellerman, rectifiers of liquors, etc., occupied No. 208 N. Fourth street; M. Zurichy, lager beer saloon, No. 212 North Fourth street; No. 214, Mr. Daily, matches; No. 216, William M. Teil & Bro., cabinet makers; No. 218, C. H. Battersdorf, cutler; No. 220, C. Christman, baker; No. 222, H. Eggling, wines, liquors, and cigars; No. 224, Thomas F. Brock, plumber; No. 226, R. Murphy & Sons, shoemakers' findings; No. 228, C. Schwartz, tobacco; No. 230, boarding house, kept by William Stone; No. 232, F. Brecht, brewer and saloon keeper; No. 234, C. S. Himmelwright, tailor. The above were all damaged to a greater or less degree by fire, which was communicated to the back parts of the buildings, and by the immense quantity of water which was thrown on them.

The Insurance Patrol, under Captain McCusker, rendered efficient service in all these buildings, and with their waterproof covers saved much valuable property from destruction.

The buildings on Race street, opposite the refinery, were somewhat scorched by the heat. The residence of Alderman Makin, on Race street, above Fifth, was set on fire on the roof by a spark from a steam engine, but the flames were extinguished before much damage was done.

FIREMEN AND OTHERS INJURED.

While the fire was at its height, portions of the walls, on Race and Crown streets, fell, and a number of firemen were more or less injured. Two of them, reported to belong to the Robert Morris Hose Company, were received into the Pennsylvania Hospital. One of them, Wm. H. Cook, was much bruised about the body, and burned in the arms and legs. He suffered very much from his injuries.

Harry Smith, residing in South street, was severely cut in the head by falling bricks.

The following named members of the Philadelphia (late Moyamensing) Hose Company were injured by the fall of pieces of the Crown street wall:—

James Murtland, residing on Bainbridge street, near Eighth.

Frank Fritz, residing in the neighborhood of South and Ninth streets.

John McGurk, residing in Baker street, near Eighth.

Matthias Furey, residing on Paul street, near Sixth.

John S. Smith, residing on Lybrand street, near Race.

Frank Devlin, residence not ascertained.

The only two of the above who were believed to be dangerously hurt were Frank Fritz and Matthias Furey. It was feared that their injuries would terminate fatally. They were carried to the Neptune Hose House, on Crown street, where they were carefully nursed until means were provided to remove them to the Pennsylvania Hospital.

Samuel Gilpin, a member of the Neptune Hose Company, was overcome by the heat, and was under medical treatment when last heard from, with a prospect of recovery.

Wm. H. Myers, Washington Hose, injured in legs and head.

A boy named Louis Law, residing at Fifth and Jefferson, was climbing over the wall surrounding St. Augustine's Church yard, when some bricks from the top of the wall fell on him and hurt him severely.

Frank Deemer, member of Tivoli Hose, leg broken by falling brick.

George Lauer, Shiffler Hose, struck in the stomach by bricks from falling wall.

Peter Benner, Shiffler Hose, leg broken.

William Kane, residing at No. 646 Fitzwater street, badly bruised about the breast.

James Myers, residing in Bremer's alley, below Vine street, fell off a ladder and was badly hurt.

L. W. Sharpe, Philadelphia Hose, injured in the back, head and legs.

John Williams, Neptune Hose, was injured about the head by a ladder falling on him.

It was reported that several men were buried under the wall, but the truth of it could not be ascertained last night.

—During the great fire a second alarm was sounded, proceeding from the liquor establishment of Lazarus Moyn, at the southeast corner of Third and Wood streets, the roof of which was damaged by sparks from the large conflagration.

This was soon extinguished, when the leather store of John H. Hulseman, No. 321 North Third street, was also discovered on fire. This establishment was seriously damaged, mainly by water. Insured for $5000 in the Spring Garden Insurance Company.

The store of G. Ulman, No. 327 North Third, importer of cigars, was also slighly damaged.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged).....6·15 A. M.
Mail.....8·00 A. M.
Freight (with passenger car).....9·45 A. M
Express (through in 1¾ hours).....3·30 P. M.
Atlantic Accommodation.....4·15 P. M.

Returning leave Atlantic—

Special Excursion.....5·35 P. M.
Mail.....4·35 P. M.
Freight (with passenger car).....11·30 A. M.
Express (through in 1¾ hours).....7·24 A. M.
Atlantic Accommodation.....6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.

Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M
Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at.....8·00 A. M.
" Atlantic City at.....4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. D. H. MUNDY,
6 28 Agent.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia - 10·20 P. M.
" " Williamsport - 8 00 A. M.
" arrives at Erie - - 7·40 P. M.
ERIE EXPRESS leaves Philadelphia 10·50 A. M.
" " Williamsport - 8·15 P. M.
" arrives at Erie - 7·25 A. M.
ELMIRA MAIL leaves Philadelphia - 7·50 A. M.
" " Williamsport 6·00 P. M.
" arrives at Lock Haven 7·20 P. M.
BALD EAGLE MAIL leaves Williamsport - - - 1·30 P. M.
" " " arrives at Lock Haven - - 2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie - - - 8·50 A. M.
" " Williamsport - 9·25 P. M.
" arrives at Philadelphia 6·20 A. M.
ERIE EXPRESS leaves Erie - - - 9·00 P. M.
" " Williamsport 8·15 A. M.
" arrives at Philadelphia 5·30 P. M.
ELMIRA MAIL leaves Williamsport - 9·45 A. M.
" arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12·25 A. M.
" " Harrisburg - 5·20 A. M.
" arrives at Philadelphia 9·25 A. M.
BALD EAGLE MAIL leaves L. Haven 11·35 A. M.
" " " arr. Williamsp't 12·50 P. M.
BALD EAGLE EX. leaves Lock Haven 9·35 P. M.
" " " arr. Williamsport 10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9·00 A. M. Mail and Express for Cape May.
11·45 A. M., Woodbury Accommodation.
3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4·00 P. M., Fast Express, for Cape May only.
5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 15 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

JOHN H. MURPHY, President,
PHILADELPHIA, PA.

MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

WINES.

CHOICE TABLE CLARETS.

ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 71 Corner ELEVENTH and VINE Streets.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7·30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9·25 P. M.

Returning, leaves Philadelphia at 8·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·00 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·55 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·25 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.
6·30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·00 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·20 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, 5, and 8 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, ant 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

AN ACCOMMODATION TRAIF in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in *a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York.....$3·00
" " " Long Branch.. 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

4 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P. W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.
For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6·05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train.....8·00 A M.
Paoli Accommodation, 10 A. M. & 12·30 and 7·10 P. M.
Fast Line.....12·30 P. M.
Erie Express.....11·00 A. M.
Harrisburg Accommodation.....2·30 P. M.
Lancaster Accommodation.....4·10 P. M.
Parkesburg Train.....5·30 P. M.
Cincinnati Express.....8·00 P. M.
Erie Mail and Pittsburg Express.....10·30 P. M.
Way Passenger.....11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express.....3·10 A. M.
Philadelphia Express.....6·30 A. M.
Erie Mail.....6 30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 & 6·40 P. M.
Parkesburg Train.....9·00 A. M.
Fast Line and Buffalo Express.....9·35 A. M.
Lancaster Train.....11·55 A. M.
Erie Express.....5·40 P. M.
Lock Haven and Elmira Express.....9·40 P. M.
Pacific Express.....12·20 P. M.
Harrisburg Accommodation.....9·40 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, C

CITY INTELLIGENCE.

GAMBLING.

The Return of the Gambling Fraternity to Philadelphia—The Gilded Palaces in Full Blast—A Dangerous Man to Society.

Since the departure of Mr. Gibbons from the chair of the District Attorneyship in the Court of Quarter Sessions, the gamblers, who had been cleared away from the city by reason of the issuing of bench-warrants for their arrest and the capture of the paraphernalia of their establishments have returned, and now walk our streets by day with perfect impunity, while at night they ply their business with the same effrontery that was so apparent a few months since. A promenader along Chesnut street can readily pick out the gentleman of the cards and roulette from the crowd which infests the vicinity of Ninth and Chesnut streets, and towards midnight he can as readily pick out the gambling hells, which of all abominations are the greatest, and to which particular attention should be paid by our police authorities. But a few months since, by the promptness of a city official, the gamblers were driven from Philadelphia and their places of resort closed, and our citizens experienced great relief thereat.

There is no reason why the same state of affairs should not be in existence still. These pests of society should be torn out every night, and finally the gambler would give Philadelphia a wide berth. Many of the professionals have reaped a harvest at the watering places, while others have picked up considerable money from tourists who have made use of our city as a stopping place. Only yesterday a Louisvillian, who was on his way to Niagara, stopped a gentleman on the street and wanted enough money advanced on his watch to enable him to return to his native city, from which he had been absent only a few days, having really intended to be away for a month. His tale was similar to that which is daily related at the Central. He had met a gentleman of elegant address, with whom he soon became intimate. With him he had been induced to take a stroll along Chesnut street, and after having imbibed pretty heavily of the ardent, had gone into one of the second-story gilded palaces, out of which he had come without even enough money to pay his board bill at the Continental. In addition to the above means of fleecing the people, we noticed the other day a fellow with a barrel stave on his knee at one of our prominent places of amusement, playing three-card monte, endeavoring to get some one of the crowd in his vicinity to venture a small sum. While sitting at the Blue Bell Station on the Baltimore Railroad, on Wednesday last, waiting for the train, we were accosted by a fellow with basket on arm, with the remark, in broad Irish accent, "Any groundnuts, sir?" Noticing that he had a cloth covered over his basket, a gentleman near by lifted one corner, and there beheld, instead of the nuts, a small roulette board. We afterwards learned this fellow has for years been engaged in that this business, and that he finds ready customers among our Market street merchants. Although for years daily seen on our prominent thoroughfares with his basket, he has never yet known the inside of a cell. He is an Italian by birth, but makes his brogue suit the assembly and the occasion. To-day he is a German and to-morrow an Irishman, and by his ingenuity has succeeded in laying by quite a fortune. He can accommodate you with roulette, cards, or the "little joker," and always has with him an individual whose success at either is a sufficient inducement for a stranger to try his hand. He is one of the dangerous men in Philadelphia, and should be arrested, as his conviction, by reason of the material found on him, would be a certainty.

OUR WATER SUPPLY.

Work at the Fairmount Water Works is progressing rapidly, and numerous improvements are being completed. The new Cornish engine, which was put in operation early this year, is now pumping about 8,000,000 gallons per day. This engine, with the others in use at these works, pump about 18,000,000 gallons per day, an increase of 7,000,000 per day, as compared with the period of drouth last summer. A larger engine, of the same pattern, which will be capable of pumping about 10,000,000 gallons per day, is now under way, and will be finished next March.

The second large turbine wheel built in the place of the old breast wheels is completed, and now pumping about 8,000,000 gallons per day. A contract was made some time since for the third turbine wheel, and the work has been commenced, but will not be completed until next year. When this is finished but two of the old breast wheels will remain.

One section of the new reservoir at Belmont, to supply West Philadelphia, has been completed, and in a few days will be filled with water, the new engine at the new works, near Belmont Cottage, having been finished. The capacity of this engine and pump is 5 000,000 gallons per day. As soon as the second engine for these works is built and put in place, the old engine-house near Girard avenue will be abandoned.

Although the work on the new iron bridge over the Wissahickon has been in progress for more than a year, yet it still lacks completion. The object in erecting this structure is to provide for the conducting of water from the Roxborough reservoir to the Twenty-second ward. It was intended that the affair should have been completed about the 1st of January last, but delay after delay has occurred, and the work yet drags slowly. A great deal of this is owing to the wretched manner in which the reservoirs on Roxborough heights were built, their want of greater elevation, and the inefficient power of the engine placed there. To repair these blunders Councils have appropriated $147,000 for another and larger engine, and for other improvements.

MASONIC.

The Work on the New Temple—An Encampment at Atlantic City—Services of a Knight Rewarded.

The work on the new Masonic Temple at Broad and Filbert streets is progressing rapidly. The capping-stones on the second story are in position, and the iron girders for the third floor will be soon in their places.

An encampment of Knights Templar has been arranged to take place at Atlantic City next month, commencing on the 18th and continuing until the 24th. The camp will be under the auspices of Cyrene Commandery, of Camden, and other New Jersey organizations of Knights Templar. Delegations from our city commanderies will be present, and probably one of our commanderies will go into camp with their New Jersey brethren in a body.

A few days since the members of Mary Commandery, No. 36, Knights Templar, of this city, presented, through Past Eminent Commander William J. Kelly, a magnificent gold medal to Mr. Godfrey Keebler, as a token of their appreciation of his very satisfactory efforts at the recent encampment at Williamsport, while acting as quartermaster for the commandery.

ROBBERY IN BROAD STREET.—Last night the residence No. 828 North Broad street was entered by a thief, who in his ransacking of the place attracted the attention of the neighbors. The police being warned, the house was searched, but no thief could be found. The officers then locked up the place and left. About 4 o'clock this morning some of the residents saw the rascal leave the building, carrying with him a bundle. It has since been ascertained that the thief was locked in one of the rooms, and, after the officers left, had by hard work cut a panel out of the door and thus effected his escape.

A SAD CASE.—James Dundon, one of the workmen injured by the falling of the scaffold at the oil works near Point Breeze, died last night at the hospital. Deceased was not twenty-one years of age, and had only lately arrived from Ireland. Unfortunately he has not a friend or relative here to see after his remains.

TEN DOLLARS.—William Williams was yesterday arrested whilst in the act of stealing $10 from a drinking saloon on Sixth street, below Arch. Alderman Swift sent him to prison.

THE SIXTH WARD FIRE.

The Insurances on the Pennsylvania Steam Sugar Refinery—The Ruins This Morning.

The ruins of the Pennsylvania Steam Sugar Refinery, which was destroyed by fire last evening, were visited by thousands of people this morning. A large posse of police were on the grounds, and they prevented the masses from approaching too near the walls yet remaining. Workmen were engaged in clearing Race street of the debris, in order that the passenger railway cars might make their regular trips. On an inside page will be found a full account of the fire.

The following are the insurances effected by R. D. Sherrerd & Co., insurance brokers, on the building, stock, and machinery:—

ON STOCK.

Fame, Philadelphia	$5,000
Insurance Company of the State of Pennsylvania	10,000
Delaware Mutual Safety Insurance Company, Philadelphia	5,000
American Fire, Philadelphia	5,000
Mechanics'	5,000
Franklin	10,000
Lamar, New York	5,000
Security, "	5,000
Lorillard, "	10,000
Humboldt, "	5,000
Hanover, "	5,000
Home, "	27,500
Germania "	7,000
Resolute "	2,500
International, New York	2,500
New Amsterdam, "	5,000
Atlantic, "	5,000
Excelsior, "	10,000
Tradesmen's, "	5,000
Importers' and Traders', New York	5,000
Empire City, "	5,000
Irving, "	5,000
Globe, "	5,000
Astor, "	5,000
Firemen's, "	5,000
Metropolitan, "	6,000
American Fire, "	5,000
Niagara, "	5,000
Commercial, "	5,000
Manhattan, "	5,000
Columbia, "	5,000
Republic, "	5,000
Corn Exchange, New York	5,000
North British and Mercantile, L. and E.	10,000
Queen, Liverpool	5,000
Imperial, Liverpool	10,000
Royal, Liverpool	4,000
Occidental, San Francisco	10 000
Firemen's Fund, San Francisco	5,000
Union, San Francisco	5,000
Providence Washington, Providence	5,000
Western, Buffalo, N. Y	5,000
Buffalo City, Buffalo, N. Y	5,000
Firemen's Mutual, Newark	2,500
People's, Trenton	2,500
Commerce, Albany	2,500
Albany City	5,000
Capital City	2,500
Merchants', Chicag	5,000
Republic, Chicago	5,000
Independent, Boston	10,000
Lycoming County Mutual, Pennsylvania	5,000
Charter Oak, Hartford	2,500
Home, N. H	5,000
North American, Hartford	5,000
Connecticut	5,000
Norwich, Connecticut	2,500
Springfield F. and M., Massachusetts	2,500
People's, Worcester	5,000
National, Baltimore	5,000
Merchants' and Mechanics', Baltimore	5,000
Maryland, Baltimore	5,000
Total	$350,000

ON MACHINERY.

Spring Garden, Phila	$5,000
Security, N. Y	5,000
Phœnix, Hartford	10,000
Putnam, "	2,000
Hartford, "	4,000
City, "	5,000
International, N. Y	3,000
Home, "	2,500
Home, "	7,000
Mercantile, "	5,000
Buffalo F. and M., New York	5,000
North American	5,000
Relief	5,000
Sterling	5,000
Phenix	10,000
Market	5,000
Washington	5,000
Pacific, San Francisco	10,000
Union	2,500
Howard, Balt	5,000
Ætna, New York	5,000
Guardian, New York	5,000
Commonwealth, New York	5,000
Springfield, Massachusetts	5,000
National, Boston	5,000
Hide and Leather, Boston	5,000
Narragansett, Providence	5,000
Atlantic, Providence	2,500
Norwich, Connecticut	2,500
Firemen's Mutual, Newark	2,500
Queen, Liverpool, Eng	10,000
North British and Mercantile, Liverpool, Eng	20,000
Liverpool, London, and Globe, " "	10,000
Fire Ins. Co. of County Philadelphia, Phila	5,000
Fire Association, Philadelphia	5,000
Union Mutual	5,000
Reliance	5,000
Insurance Company of North America	5,000
Total	$220,000

ON BUILDINGS.

Insurance Company of North America, Philadelphia	$6,000
Home, New York	8,000
Standard, New York	5,000
Hartford, Hartford	11,000
Lamar, New York	2,500
Royal, Liverpool	11,000
Fulton, New York	10,000
Niagara, New York	2,500
American Fire, Philadelphia	5,000
Putnam, Hartford	5,000
National, Boston	5,000
Manhattan, New York	15,00
Phœnix, New York	5,000
International, New York	5,000
North British and Mercantile, London and Edinburgh	20,000
Pennsylvania Fire, Philadelphia	4,000
Imperial, London	5,000
Liverpool and London and Globe	5,000
Total	$130,000

RECAPITULATION.

On stock	$350,000
On machinery	220,000
On buildings	130,000
Total	$700,000

THE FIFTH MARYLAND IN PHILADELPHIA.—The 2d Regiment National Guards, of this city, have, through Lieutenant-Colonel Neff, tendered an escort and entertainment to the 5th Maryland Regiment on their return from Cape May, on Saturday morning next. The invitation will in all probability be accepted, as both commands are anxious to have this opportunity for friendly interchange of feeling, etc. The necessary committees are at work, and have assurances that the programme is perfect. Particulars as to arrival, route, etc., will be announced as soon as Col. Herbert's wishes are known. Our citizens, merchants, manufacturers, and others are called upon to decorate their residences, stores, factories, etc., on this occasion.

DEATH FROM THE HEAT.—Yesterday Thomas Henry, a boss bricklayer, engaged in building the new market house at the corner of Nineteenth and Market streets, was found in the yard of a house at Twentieth and Pemberton streets. He could not tell how he reached the place, nor give any information relative to himself other than his name and residence. A physician was called in, who pronounced the case one of sunstroke. The sufferer was then removed to the First District Station House, and thence to the residence of his son-in-law, No. 1144 South Fifteenth street, where he died last night.

HOUSE ROBBERY.—Last night information was lodged at the Sixteenth District Stationhouse that the residence situated on the S. E. corner of Thirty-ninth and Chesnut streets had been entered and robbed of several hundred dollars' worth of silverware. Officers were at once detailed to investigate the matter, but could find no clue to the thieves. Subsequently one of the servants of the family found the stolen property hid behind some bushes in the yard. Again the officers were sent for and placed on guard, but the thieves did not return.

TILL-TAPPING.—John Kidd, aged 16 years, has been sent to prison by Alderman Randall for stealing $20 from the drawer of a trimmings store on Haverford street, above Forty-first. Kidd was caught in the act of removing the money.

George Smith, a thief of ebony hue, was captured about 8 o'clock last night, whilst in the act of tapping the till of a store on Amber street, above York. Alderman Heins sent him to prison.

FIREMAN INJURED.—Frank Meyers, a member of the Assistance Engine Company, whilst proceeding to the fire at Third and Wood streets last night, was struck in the back by the tongue of the William Penn Hose carriage and badly injured. He was removed to his home.

ANOTHER NEW YORK BAY EXCURSION.—The success of the former excursions to New York Bay has induced Beck's Band to give another of the same kind, the fourth, on next Monday, August 1. The trip this time will embrace Long Branch.

SHOES.—James Wilson was arrested during the continuance of the fire at Fourth and Race streets last evening, for the theft of a pair of gaiters from a store near by. Alderman Swift sent James to Hotel de Moyamensing.

FIRE THIS AFTERNOON.—The alarm of fire at 2 o'clock this afternoon was caused by the explosion of some whisky in the sub-cellar attached to the rectifying establishment of H. & H. W. Catherwood, No. 114 South Front street.

FIRE.—About 1 o'clock A. M. the grocery store located at Tenth and Parrish streets was somewhat damaged by fire.

SUNSTROKE.—An unknown man was prostrated at Second and Callowhill streets early this morning.

N. Y. MONEY MARKET YESTERDAY.

From the N. Y. Herald.

"The Wall street markets have been again affected by the warm weather, and were it not that stocks betrayed a weakness which compelled the brokers to be constantly on the watch at the Long Room, stocks and gold would have been dull altogether.

"The waning speculative spirit of the Gold Room keeps pace with the absence of startling news from Europe. The market was very steady to-day. The highest price was due to the lower quotations for our securities in London, where a very uneasy feeling was reported to exist in consequence of the alleged Franco-Prussian treaty. Still the lack of real war news checked the rise at 121¾. The Gold Room wishes events, facts, *faits accomplis*, now, instead of impressions or rumors. Hence a selling movement to realize the advance provoked a decline to 120¾, especially as foreign exchange was reported lower and as there was comparative silence concerning the shipments of specie to-morrow. Many of the 'bulls' also became impatient and sold out with the intention of taking the chances of buying back at a lower price before a battle should come off. Afterward the confident prediction that the rate of discount in London and Paris will be advanced to five per cent. within the current week led to a return to 121¾.

"The heavy realization in stocks and decline in prices during the past few weeks have afforded borrowers on call a better supply of funds. To-day the rate for money was unusually easy, and before the close of banking hours large amounts were offered at four per cent. The stock houses in the earlier hours of the afternoon were freely accommodated at five per cent. The government dealers were supplied at three to five per cent. Commercial paper shows the disposition of buyers to purchase at rates which will compensate for the expected activity in money next fall. Hence there are no transactions at less than seven per cent., and the rate for prime paper ranges from that figure to eight per cent."

Philadelphia Trade Report.

WEDNESDAY, July 27.—Cotton is advancing and about all the middling here has been taken on New York account at 20½c. for upland and 21c. for New Orleans.

No. 1 Quercitron Bark is steady at $30 per ton, but no transactions has come under our notice. A lot of Chesnut Bark sold at $16 per cord.

The movements in Flour are less active, partly owing to a falling off in the demand, and partly owing to the absence of desirable grades to operate in. About 800 barrels changed hands, including superfine at $5 50@5 62½; extras, $5 87½@6 50; Iowa, Wisconsin, and Minnesota Extra Spring, $6 50@7 25. The latter figure for choice lots. Pennsylvania do. do., $7@7 50; Indiana and Ohio do. do., $7@8 62½, and fancy lots at higher figures. There is but little Rye Flour here and it commands in a small way $6. Prices of Corn Meal continue nominal.

There is more Wheat coming in and the demand is limited at yesterday's figures. Sales of 5000 bush. red at $1 65 for Pennsylvania; $1 59@1 62 for Ohio and Indiana, and $1 60@1 65 for new Delaware. Rye is unchanged. Corn is dull at the late decline. Sales of yellow at $1 10@1 11 and 3000 bushels Western mixed at $1 02@1 04½. Oats are dull. Sales of Pennsylvania at 63@65c.

Whisky is lower. Sales of 60 barrels Western at $1 04.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(By Telegraph.)

NEW YORK, July 27.—Arrived, steamship Cimbria, from Havre.

SAN FRANCISCO, July 27.—Sailed, ships John Bright, for New York, and Bristolean, for Bristol.

PORT OF PHILADELPHIA.....JULY 27

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....84 | 11 A. M.....92 | 2 P. M.....96

CLEARED THIS MORNING.

Str Anthracite, Green, New York, W. M. Baird & Co.
Steamer Frank, Pierce, New York, do.
Schr W. Boardman, Billard, Truro, Sinnickson & Co.
Schr T. Sinnickson, Dickerson, Providence, do.
Schr B. Bradley, Managie, Norwalk, do.
Schr Chas. Cooper, Nickerson, Harwichport, do.

ARRIVED THIS MORNING.

Steamship Prometheus, Gray, 70 hours from Charleston, with cotton, etc., to Souder & Adams.
Steamer R. Willing, Cundiff, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer Hercules, Ketchum, from Portland, in ballast to J. S. Hilles.
Bark Almoner, Prescott, 15 days from Sagua, with molasses to S. & W. Welsh.
Bark Annie Augusta, Davis, 13 days from Guantanamo, with sugar to G. W. Bernadon & Bro.
Schr Sewell, Betz, 1 day from Indian River, with grain to Jas. L. Bewley & Co.
Schr Maggie Magee, Young, from Boston.
Schr E. M. Shaw, Shaw, from Boston.
Schr J. B. Van Dusen, Young, from Providence.
Schr Caroline Young, Young, from Fall River.
Schr J. L. Maloy, Russell, from Salem.
Schr C. W. Locke, Huntley, 5 days from Boston, with ice to Knickerbocker Ice Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 27.—The following boats left this morning in tow:—

John R. Glover, with lumber to Patterson & Lippincott.
Wilkesbarre Coal and Iron Co., with coal, for Wilmington.
F. W. Swan, with lumber to D. B. Taylor & Son.

MEMORANDA.

[Captain Barrett, of steamer Tonawanda, at this port yesterday from Savannah, reports having seen the Lightship on Frying Pan Shoals in her usual position on Sunday, 24th inst., at noon. The Lightship has been reported, by an arrival at Savannah, as not being in her proper position.]

Br. ship Speculator, from Ardrossan for Philadelphia, was spoken 25th inst., off Abscum, by a New York pilot boat.

Br. steamer City of Antwerp, Leitch, for Liverpool; steamers Virgo, Bulkley, for Savannah; and Niagara, Blackwood, for Richmond and Norfolk, cleared at New York yesterday.

Schr J. Maxfield, May, hence, at Boston 25th inst.
Schr F. B. Colton, Robinson, for Philadelphia, s'd from Fall River 23d inst.
Schr Alabama, Vangilder, hence for Braintree, at Holmes' Hole P. M. 23d inst.
Schrs Nellie Belle, Stahl, hence for Salem; Annie S. Gaskill, Gaskill, do. for Lynn; Albert Field, ——, from Provincetown for Philadelphia; P. A. Sanders, Steelman, from Newburyport for do.; and Mary H. Westcott, Gandy, from Lynn for do., all at Holmes' Hole 24th inst.
Schrs H. B. McCauley, Cain; M. A. McGahan, Call; J. J. Spencer, Wheeler; and Hattie E. Sampson, Blake, hence for Boston, at Holmes' Hole 25th inst.
Schr M. H. Read, Benson, for Philadelphia, sailed from New Bedford 23d inst.
Schr Nellie R. Benedict, Ellis, and Jennie A. Huddle, Cranmer, hence, at New Haven 25th inst.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
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THIRD EDITION

THE FRENCH SECRET TREATY.

The American Yacht Dauntless.

AFFAIRS AT THE CAPITAL.

The Alaska Seal Contract.

FROM EUROPE.

The Secret Treaty—Its Existence Denied.

PARIS, July 27.—The *Journal Officiel* has an article this morning in relation to the pretended treaty recently published in the London *Times*, having for its object the acquisition of Luxemburg and Belgium by France, on condition of France not opposing the union of the States of the South with the North German Confederation.

It says that after the treaty of Prague in 1866 several conferences were held at Berlin between Count von Bismarck and the French Ambassador on the subject of a projected alliance. Some of the ideas set forth in the London *Times* were then advanced, but the French Government never had any knowledge of the project described, and as to the propositions which were discussed at the interviews mentioned the Emperor rejected them. It can escape no one that this publication on the part of the London *Times* is designed merely to influence public opinion in England.

FROM NEW YORK.

The State Teachers' Association.

SYRACUSE, July 27.—The twenty-fifth session of the State Teachers' Association is now in session here. The attendance is large and the proceedings interesting.

Destruction of a Flour Mill.

OSWEGO, July 27.—Battle Island flour mill, near Fulton, was destroyed by fire last night. Loss, $35,000; insurance, $20,000.

Specie Shipments.

NEW YORK, July 27.—The steamer Wisconsin takes out $800,000 in specie.

New York Stock and Money Market.

NEW YORK, July 27.—Stocks heavy. Money 4@5 per cent. Gold, 121½. 5-20s, 1862, coupon, 109; do. 1864, do., 108¾; do. 1865, do., 109; do. 1865, new, 107¾; do. 1867, 108¾; do. 1868, 108¾; 10-40s, 106¾. Virginia sixes, new, 60; Missouri sixes, 89; Canton Company, 60; Cumberland preferred, 35; New York Central and Hudson River, 90¾; Erie, 20¾; Reading, 94¼; Adams Express, 64¾; Michigan Central, 116; Michigan Southern, 88½; Illinois Central, 127; Cleveland and Pittsburg, 105; Chicago and Rock Island, 112½; Pittsburg and Fort Wayne, 91; Western Union Telegraph, 33⅜.

New York Produce Market.

NEW YORK, July 27.—Cotton dull; sales of 300 bales middling uplands at 20¾c.; middling Orleans, 20¾c. Flour dull; sales 11,000 barrels State at $5 30@6 90; Ohio at $5 05@7 30; Southern at $6 20@10. Wheat dull and heavy; sales of 35,000 bushels No. 2 at $1 30@1 36; white State at $1 87. Corn steady; sales of 29,000 bushels mixed Western at 95c.@$1. Oats firmer; sales of 22,000 bushels State at 67@68c.; Western at 56@58c. Beef firm. Pork quiet. Lard firm; steam, 16¾@17¾c.; kettle, 17½@17¾c. Whisky quiet; Western, free, $1 02.

FROM WASHINGTON.

The Yacht Dauntless.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 27.—A private despatch received here from Long Branch states that a vessel, pronounced by experienced yachtmen to be the American yacht Dauntless, passed there at ten o'clock this morning. Some of her rigging was damaged.

The Georgia Election.

Attorney-General Ackerman is of opinion that the bill which passed Congress for the admission of Georgia leaves the question of holding an election in that State this fall to be decided by the State courts and the State Legislature. He thinks it is altogether out of the jurisdiction of the military power of the United States.

The Alaska Seal Contract.

Secretary Boutwell has referred the whole question of the Alaska fur seal awards to the Attorney-General for an opinion. The Secretary thinks the law as it passed is very equivocal, and he does not profess to understand it.

FROM NEW ENGLAND.

Burning of a Cordage Factory.

BOSTON, July 27.—Nickerson's cordage factory, on Beston Highlands, together with five small dwellings, was burned this morning. Loss, $65,000; insurance, $50,000.

FROM LONG BRANCH.

The Yacht Race.

LONG BRANCH, July 27.—The yacht which recently passed this point, supposed to be the Dauntless, proves to be the English yacht Algeria. Neither the Dauntless nor Cambria has yet been heard from.

THE SITUATION AT METZ.

The French Position Last Sunday—Along the Lines.

LONDON, July 26.—A special correspondent at Metz on Sunday night sent the following letter, containing a clear statement of the French position:—

I left Hagenau on the 23d, taking the train by the line which leads past Bitche and Sarreguemines to Metz. Along this line warlike preparations of every kind were to be seen. I passed field-batteries parked complete at the different shunting places until I got tired of looking at them. Although the French carry their infantry and artillery a good deal over the railways, they seem inclined to allow the cavalry to march along the roads.

About 4 o'clock we reached the Vosges. This range of hills, which takes rise near Belfort, runs tolerably parallel with the Rhine until it slopes down to the lowlands about Coblentz and Mayence, where the Strasbourg, Bitche, and Metz lines pierce the range. As a military obstacle the Vosges has always been considered the second line of defense possessed by France on the east. Still, the thinness of the range, the breadth of which near Bitche is under twenty miles, and the large number of valleys which cross it in a traverse direction, prevent it from forming a very considerable military obstacle. There is a society called the "Francs-tireurs of the Vosges," which on a small scale bears some resemblance to our volunteers. As a self-organized force it seems contrary to the military genius of France. They have always been considered in an amusing light by the French journals, which are, however, now beginning to express their astonishment at finding that the bands of the Vosges are seriously demanding permission to elect a general and to co-operate with the regular forces.

After winding for some time through a defile, and before we had altogether descended the western slopes of the Vosges, we arrived at Bitche, a small fortified place with a strong citadel, the strength of which seemed to lie in the high and scarped sides of the hill upon which it was perched. From Bitche to Sarreguemines we passed camp after camp. True, many of these were small, but everything connected with them unmistakably revealed that these were the outlying parts of the huge force. From Bitche to Sarreguemines is about twenty miles, and throughout this distance and for about twenty miles west of Sarreguemines, forty miles in all, the line constantly approaches within a few miles of the frontier.

Between Bitche and Sarreguemines their numbers evidently inspired the French with confidence: but beyond the latter post it was clear that the line, which, as it leads from Metz to Bitche, is just now of extraordinary importance, was carefully picketed. All the trains were filled with soldiers, cheering and being cheered; stations lined with sympathizing spectators; trucks laden with guns in such numbers that one ceased to take interest in them; the roads when they could be seen from the trains encumbered with cavalry; and lastly, for the twenty miles between Bitche and Sarreguemines tents so thick that I could hardly make out whether I was passing through one or several camps.

PRINCE LEOPOLD'S CANDIDACY.

Secret History of Prim's Negotiations—Prince Leopold's Notions About the True Policy of Spain.

By the arrival at New York of the steamship City of Paris, we have European mail advices to the 14th. A correspondent of the London *Daily News* writes from Madrid under date of July 10:

Little, if any, change appears as yet in the minds of the present rulers of Spain. The ministers show no signs of withdrawing their candidate. They held a council yesterday, but the proceedings were strictly private. Prim went to the Progresista Tertulia last night, but he refused to touch upon the present situation. All he said was that liberty ran no danger. The members were rather bellicose on their speeches, but they could not draw Prim out. He told them laconically he would speak about the sun, the moon, or anything else they liked, but not about the present crisis.

Prim's agent in the negotiations with Prince Leopold was a deputy in the Cortes, Senor Don Eusibio Salazar y Mazarredo. He at first was a warm supporter of Dom Fernando of Portugal, and early last year published a pamphlet advocating that candidature. When it fell through, by the persistent refusal of Dom Fernando, he published another, calling attention to Prince Hohenzollern. This was in the autumn of 1869. His suggestion did not meet with any favorable reception at the time, but eventually, finding himself baulked in every other quarter, Prim took it up. Under the authorization given him by the Government and the Regent to "look out" for a candidate, he employed Senor Salazar to visit Prince Leopold. Up to a certain point things looked promising, but after the Prince had heard of one or two stormy "scenes" in the Cortes, and of the bloody work at Sans Cracia and Barcelona, through the insurrection against conscription, he formally declined. He was the "fourth candidate" referred to by Prim in his "explanations" to the Cortes recently made, but he declined then to name him, and asked the Cortes to appreciate his reserve. He hardly need have done that, for most people know whom he meant.

Prim despatched Salazar again and again, who held repeated conferences with Prince Leopold, thoroughly posting him up in Spanish affairs, with the result that he finally wrote to signify his willingness to be put in nomination. Senor Salazar has just reprinted the pamphlets I have alluded to, with a preface dated 8th instant, in which he states he fulfilled the mission General Prim charged him with, and holds the Prince up to view as just the king Spain wants. He combats the charge that he is a grandson of the hated Murat, making out that he is a great-grandson, not of Murat, but of one of Murat's brothers. He asserts he is related, through the Velascos, to one of the first families of Spain, that of the Duke de Frias. The Duke de Frias is married to the divorced wife of Sir John Crampton, *nee* Balfe. Senor Salazar says that when Prim asked him to see what he could do with Prince Leopold, he pointed out to Prim that up to a certain point the candidature would be little acceptable to France.

He was met with the reply that they had suffered defeats in Lisbon, in Cintra, in Florence, and in Harrow, to all of which places they had recurred first; that it was notorious the Duke of Montpensier and the Republic would both receive the veto of Napoleon, and that they were both only going as a last resort to offer the crown to a Prussian to prevent the work of September being condemned to perpetual interregnum. Senor Salazar argues that France has nothing to fear from a Prussian King of Spain. He says Prince Leopold belongs to the Catholic branch of Prussia, very different for many centuries from the reigning branch, the Protestants. He asks, could a parliamentary king involve the country in war? Does Brazil in any way depend on Portugal because the house of Braganza rules in both? He asks, very pertinently, what did the relationship between the dethroned King of Hanover and Queen Victoria avail the former in 1866?

He quotes a remark made to him by Prince Leopold to show his views on non-intervention: "I know not what may be the opinion of Spain, but here in Germany those who study foreign politics believe that the Iberian Peninsula, by its geographical position and its special conditions, could gain nothing, but could lose much, by joining in European combinations. Her polestar ought to be a policy of strict neutrality." Next, Senor Salazar cites the Spanish marriages of 1846 as an example of evil work wrought through fear or jealousy of rival powers. Spain, he says, might have been happy to-day, if a puerile fear of England had not prevented Queen Isabella marrying the Duke of Montpensier. He closes by confuting the absurdities circulated as to the Prince's unfitness for the post, remarks that the revolution was effected to the cry of "Down with the Bourbons!" and that Prince Leopold is the only Catholic prince in whose veins there runs no Bourbon blood, in addition to which recommendation he is married to a princess of Portugal.

The *Pall Mall Gazette* of July 13 has the following:—

The papers here dwell upon the dangers of secret diplomacy, which often at the last moment finds public opinion rising up against it and stopping the road. In this present affair Prince Leopold, after having written a letter accepting the offered crown, communicated the fact to his aunt, a princess of Baden, who telegraphed the information to the Princess Margaret, wife of Don Carlos, now at Vevey. From thence the news passed into the columns of the Legitimist press of Paris. It is thought that had the secret not come suddenly and unexpectedly to light, Marshal Prim, who was about to visit Vichy for his health, would have broken the matter gently here, and that the affair would then have been treated in the ordinary way without the phantom of Count Bismarck being evoked. The negotiations, however, being secret, were suspicious, and became dangerous.

WAR ITEMS.

The Coming Carnage.

The Paris *Journal des Debats* of July 15 says:—

Let us not speak lightly of war, and especially of modern war. Tried soldiers look grave when they speak of this shock of dense masses to be led in a few days to a field of carnage, there to make trial of the engines of destruction with which the two belligerent powers are amply provided. The dead will be reckoned by hundreds of thousands, and the next day there will be mourning in a million of families. The antique courage of those cavaliers, mailed in iron, whose lightest exploits were pompously celebrated, seems pale before the resignation of the modern soldier, exposed uncovered to the fire of chassepot and mitrailleuse.

There is talk of experiments made within these few days, in the environs of Paris, with cannon of a new model, breech-loading, and firing forty balls at each discharge. It is the pistol revolver system applied to artillery, with this great difference, that the projectiles do not follow the one line of fire, but form a semicircle. These guns are divided in four sections, each portable by one man. They are put together and screwed up tight in three or four minutes. The Prussians also have, it seems, their revolving gun and their field mitrailleuse. We read that these weapons have been tested and constructed with the greatest secrecy. The place of manufacture was surrounded by a cordon of troops, under the most precise orders to repel all curious inquiry.

A Manifesto from Rochefort.

M Henri Rochefort writes from prison to his constituents:—"The dynastic conflict, which is at present troubling business and the public mind, is the most terrible condemnation of the monarchical principle. If, instead of expelling the Spanish republicans who had taken refuge on the French soil, the Cabinet had favored the establishment of a republic in Spain, we should not now have to upset a king whose dethronement will perhaps cost oceans of blood and years of misery. Nor should we either have had to fear the sudden formation of secret alliances, the combination of which is repugnant to the straightforward character of republican institutions."

FOURTH EDITION

IMPORTANT FROM EUROPE.

The Projected Treaty a Fact.

Why it was Proposed.

"Settling Day" in London.

FROM EUROPE.

The Secret Treaty—Its Existence Verified.

BERLIN, July 27.—The *Correspondence* of to-day prints the text of the treaty the French Emperor offered to Bismarck. In its comments the *Correspondence* says that the Emperor waived all opposition to German unification, provided Russia would abet the French acquisition of Luxemburg and the reduction of Belgium. Minutes of the secret treaty in Benedetti's autograph are preserved in the War Office at Berlin. Before the war of 1866 between Prussia and Austria, Napoleon had offered to aid Prussia with three hundred thousand men with which to attack Austria, as the equivalent for the cession to France of territory on the left bank of the Rhine.

Why the Treaty was Proposed.

PARIS, July 27.—All the French organs represent that the secret treaty was not seriously proposed by France, but rather as an attempt to test Bismarck.

"Settling Day" in London.

LONDON, July 27.—To-day and to-morrow are "settling days" in the share and foreign accounts at the Stock Exchange. They are the most anxious settling days ever known, according to the *Times*. It is thought that many additional failures will be announced.

Chinese Advices.

PARIS, July 27.—A despatch just received from China overland states that four French vessels-of-war had arrived before Tietsin. A Chinese functionary, Shong Ho, has been appointed Chinese Ambassador to Paris, with a mission to offer satisfaction to France for the recent outrages on French citizens. Pekin is quiet.

This Afternoon's Quotations.

LONDON, July 27—1·30 P. M.—Consols, 89⅛ for money and account. American securities firmer and higher. 5-20s of 1862, 82; of 1865, old, 82; and of 1867, 81⅜; 10-40s, 80. Railways firmer and higher. Erie, 14¾; Illinois Central, 102; Atlantic and Great Western, 21.

LIVERPOOL, July 27—1·30 P. M.—Cotton irregular; uplands, 8@8⅛d.; Orleans, 8⅛@8⅜d. Sales 8000 bales. Pork buoyant. Bacon, 59s. for Cumberland cuts.

FROM WASHINGTON.

Naval Orders.

Despatch to the Associated Press.

WASHINGTON, July 27.—The following orders have been issued by the Navy Department:—

Captain Thomas H. Stevens to command the Guerriere on August 10th next.

Lieutenant Charles M. Thomas; Ensigns Kennedy and Moser; Midshipmen Baker, Jouett, Winslow, Crosby, Reas, Graham, Mayer, and Fickbohm; Surgeon Walls; Passed Assistant Surgeon Rundlett; Paymaster Walsh; Chief Engineer Long, and First Assistant Engineer Burr to the Guerriere.

Lieutenant-Commander Mitchell; Lieutenants Judd and Berry; Midshipmen Harris, McCrackin, Schaeffer, Wise, and Emerick; Surgeon Bates, Paymaster Woodhull, Chief Engineer Ayres to the Shenandoah.

Commander Breese to the Naval Observatory.

Passed Assistant Surgeon Bingham to the ship Independence.

Detached—Commander Wells, from the Navy Yard, Portsmouth